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SATURDAY, AUGUST 19, 1939.



BRITAIN'S OWN "AIR INFANTRY": MEN OF THE ROYAL ULSTER RIFLES IN ONE OF THE "BOMBAY" TRANSPORTS IN WHICH THEY WERE FLOWN FROM THE ISLE OF WIGHT TO WILTSHIRE.

Much is heard nowadays of "air infantry" and similar modernistic formations on the Continent. In point of fact, the British Army has long been familiar with the technique of transporting bodies of troops by air, and such movements have been carried out on a number of occasions in the Near East. At the same time, the photograph we give here affords another proof, if proof be needed, of the Army's determination not to let technique in the handling of modern inventions get rusty.

It was taken during the transport of men of the 2nd Battalion of the Royal Ulster Rifles from Ryde, Isle of Wight, to the camp of the 9th Infantry Brigade at Axford, near Marlborough, in Wiltshire. The distance is some fifty-five miles as the crow flies. Each of the troop-carrying 'planes—which were Bristol "Bombays," that is, the latest type of R.A.F. troop-carrier to go into service—took twenty men with full equipment, including rifles and steel helmets. (Central Press.)



By ARTHUR BRYANT.

UNTIL a few years ago I used, like most of my generation, to look on myself as perennially young. I am afraid, however, there is no doubt that I have now reached middle age and the imperceptible, deceptive lapse of another decade will see me growing old. Even now it gives me a half-agreeable, half-disquieting sense of antiquity to remember that I am technically at least a Victorian, and that I was born in the same century as more than one of Queen Anne's subjects and that even some of William III.'s survived into. By birth, that is, I belong to the same century as Macaulay and Mr. Gladstone and Benjamin Disraeli. That dates a man.

Age has its prerogatives. Reminiscence is one. Another day I found myself recalling for the benefit of a young acquaintance some of the curious and, as they now seem, extraordinary things I can remember from my youth. Horse buses were one of them, though the straw on the floor had long vanished. I can recall very clearly an interminable journey to and from Victoria Park—undertaken, I think, as some kind of "treat"—and the strong, delightful smell of the horses as I sat with my father in the front seat. I seem to recall my mother being a little cross with my father, when we at last returned triumphant but exhausted, for having subjected me to such an exacting geographical feat. A good deal more exciting, and therefore more clearly impressed on my memory—they came a little later, too, in point of time—were the earliest motor 'buses. These I used to sample on

Saturday afternoons with my long-suffering father as an important and indeed essential experience, rather as first-nighters go to plays. A new 'bus—travelling, say, from Trafalgar Square to Putney (they seldom went much farther than this) could be certain of my early patronage. We would always embark at the official starting point—to have mounted anywhere else on the route would have been tantamount to dropping in in the middle of the second act—and arrive a long time before the 'bus was scheduled to depart so as to secure front seats which, for us, were *de rigueur*. Fortunately, my father was a man of such faultless punctuality that he made a point of setting his watch and all clocks within his control a clear ten minutes fast, so in our house we were always well ahead of time: that indeed in my memory is one of the chief contrasts between childhood and the less organised and more hurried life of mature years. Once in the 'bus, we would remain, not even vacating our hard seats at the turning point, but would continue sitting in front to the bitter end: that is, until our return to our place of departure or, more probable, till our enforced

disembarkation after one of the vehicle's many obstinate and prolonged breakdowns. These used to occur every mile or so. Some varieties of motor 'bus—for there were many—used to break down with more devastating thoroughness than others. I cannot recall which; the only two names that now remain with me, and even these may be wrong through some trick of memory, were "Vanguard" and "Union Jack." The latter had the flag after which it was named painted upon it. Another 'bus was inappropriately—considering the London smuts—painted snow white.

Vehicles of one kind or another play a considerable part in my childhood's memory. In a specially honoured niche of recollection are the gorgeous gilded

offer a more romantic sound or sensation. A four-wheeler was reserved for more solemn occasions: going to the seaside, for instance. In those days catching a train was still something of a solemn ceremony: there was none of your modern rushing through the barrier and boarding it in motion. And as a four-wheeler was nothing if not slow—that was almost its *raison d'être*—one started for the station a long time before the train left. The most agreeable trains in my recollection went from Waterloo—they were always holiday and seaside trains—and the thrill of such occasions was always enhanced by a wonderful drive through an underground tunnel which, in some mysterious way, never quite clear to me, linked up York Road with the Station Yard. In a four-wheeler it seemed to take about twenty minutes

of rumbling and romantic darkness to get through it. I have never entered the Mersey Tunnel, but I am certain it could never give me half the pleasure and excitement as did this treasured wonder of the old London and South-Western Railway.

I did not feel quite the same way about the old District Railway, though that was as dark and rumblingly as any child could ask. But a perpetual succession of steam engines dashing through eternal tunnels was rather too near to the traditional nursery idea of Hell to be comfortable for a child of strong imagination. One always felt on journeys by this institution—say, from Victoria to Earl's Court—that at any moment one might be suffocated like the Princes in the Tower. And though no ordinary amount of

good honest dirt came amiss to a little English boy in those far days, the dirt of the old Underground was something that far exceeded anything that can now be pictured. It usually necessitated, as I learnt from experience, the inhuman ordeal of having one's face, and, consequently, one's eyes, soaped by one's nurse—a thing I would not wish my worst enemy.

Apparently middle age makes one garrulous, for I have already come to the end of my space and have far from finished my reminiscences. Perhaps on some other occasion I shall conclude them. An evening paper at which I peeped over the shoulder of a neighbour in the 'bus to-day had as a heading to an article, "I put out my tongue at Mr. Gladstone." I am glad that I have been able to recall my small share of the past without having to record any episode as grave as that. But I did once see Queen Victoria driving in an open carriage into one of the gates of the Park. I was in my pram at the time, but I remember the incident quite well. At least I believe I do, which, so far as the satisfaction it gives goes, is much the same thing.



THE ANGLO-FRENCH MISSIONS ON ARRIVAL AT THE OCTOBER RAILWAY TERMINUS, MOSCOW, HAVING TRAVELLED FROM LENINGRAD IN THE CRACK SOVIET TRAIN, "RED ARROW": (LEFT) GENERAL DOUMENC, THE FRENCH LEADER, AND (RIGHT) ADMIRAL SIR REGINALD PLUNKETT-ERNELE-DRAX.

The British and French military, naval and air missions arrived on August 11 at the "October Terminus" at Moscow, having travelled from Leningrad in the Soviet crack train "Red Arrow." A sumptuous banquet was given in honour of the Anglo-French missions that evening by the Commission for Defence, at which Marshal Voroshiloff toasted the British and French Services. August 12 was the weekly Soviet "free day"; but Marshal Voroshiloff insisted that work should commence at once; and the beginnings of the talks were reported to be held in a most cordial atmosphere.

Photograph by Planet.

coaches and State carriages that used to be paraded outside a nearby livery stable on the morning of a Royal levée. Each of these would, in due course, be mounted by a liveried coachman with a three-cornered hat and gargantuan calves, who, accompanied by two footmen, would drive off behind proud stepping horses to fetch the noble lord and his lady who had, presumably, hired it for the occasion. More pedestrian as memories go were the whistles with which householders or their housemaids, standing at their open doors, summoned hackney vehicles. I have forgotten how many blasts it was that brought one a hansom cab and how many a four-wheeler: later a third signal was added for calling taxis, but as these would, as often as not, break down before they arrived, people were at first rather chary of sending for them. They were also reputed to smell disagreeably of petrol. If one was going to the pantomime one went in a hansom. I was too young then to know that Disraeli had called it the gondola of London, but I thoroughly enjoyed the sensation of bowling through space with the rhythm of easy speed and a beguiling jingle of bells: life has yet to

CURRENT EVENTS IN BRITAIN AND FRANCE: ROAD AND AIR TRANSPORT; A.R.P., AND THE EISTEDDFOD.



IN FRANCE AGAIN FOR THE FIRST TIME SINCE THE WAR—"OLD CONTEMPTIBLES" AT THE BRITANNIA MEMORIAL, BOULOGNE, DURING THEIR VISIT ON AUGUST 13.

Seven hundred and eight of London's "Old Contemptibles" paid, on August 13, their first visit to France since they came in khaki. The first British troops to land in 1914 were the 2nd Battalion the Argyle and Sutherland Highlanders: the London Branch, numbering 60, were therefore invited to join the "Old Contemptibles." The party were officially greeted by the Mayor of Boulogne and by General Tencé, Military Governor of Dunkirk. Their visit is to be made an annual event. (S. and G.)



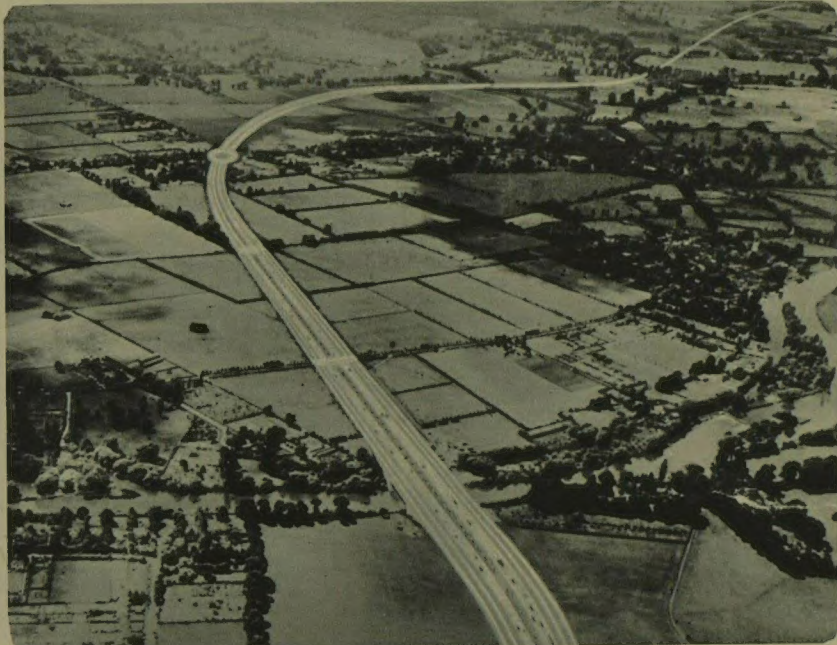
IMPERIAL AIRWAYS' GIFT OF GROUSE TO PRESIDENT ROOSEVELT, RECEIVED BY CAPTAIN BENNETT, COMMANDING THE "CABOT."

This brace of birds was shot in Yorkshire on the "Twelfth," and the flying-boat "Cabot," carrying them to President Roosevelt, arrived at Port Washington on the 13th at 11.15, B.S.T., half an hour before her schedule. This was the second flight of Britain's Atlantic air-mail service. (Topical.)



FINSBURY MAKES A START WITH THE FIRST OF ITS DEEP A.R.P. SHELTERS: WORKMEN CLEARING THE SITE AT BUSACO STREET, OFF PENTONVILLE ROAD.

Plans for the construction of deep group-shelters, proof against all types of bombs, were published by the Finsbury Borough Council early this year. They were fully illustrated by us at the time—as, for instance, in our issue of February 11. The Finsbury Council, with commendable initiative, have now decided to go ahead with the excavation of their first deep shelter, at Busaco Street. It will accommodate 8000. The initial stage of the Finsbury plans will cost £100,000. (Wide World.)



CURVING BOLDLY THROUGH THE THAMES VALLEY—A FORECAST OF THE APPEARANCE OF THE NEW MAIDENHEAD BY-PASS (LOOKING S.W.) CROSSING THE THAMES NEAR BRAY.

Road work began on the new Maidenhead by-pass this April. The by-pass starts three miles from Maidenhead on the Slough side, crossing the Thames near Bray just north of Monkey Island. The road, whose total length will be some four miles, will come out on the Bath Road, two miles the other side of Maidenhead. It is to have 6-ft. footpaths, dual carriage-ways 22 ft. wide, and 9-ft. cycle-tracks. Completion is scheduled for 1941. (Planet.)



A WAR OFFICE MOBILE "INFORMATION BUREAU" LEAVING WHITEHALL ON A TWO-MONTHS' TOUR OF THE WESTERN, SCOTTISH AND NORTHERN COMMANDS.

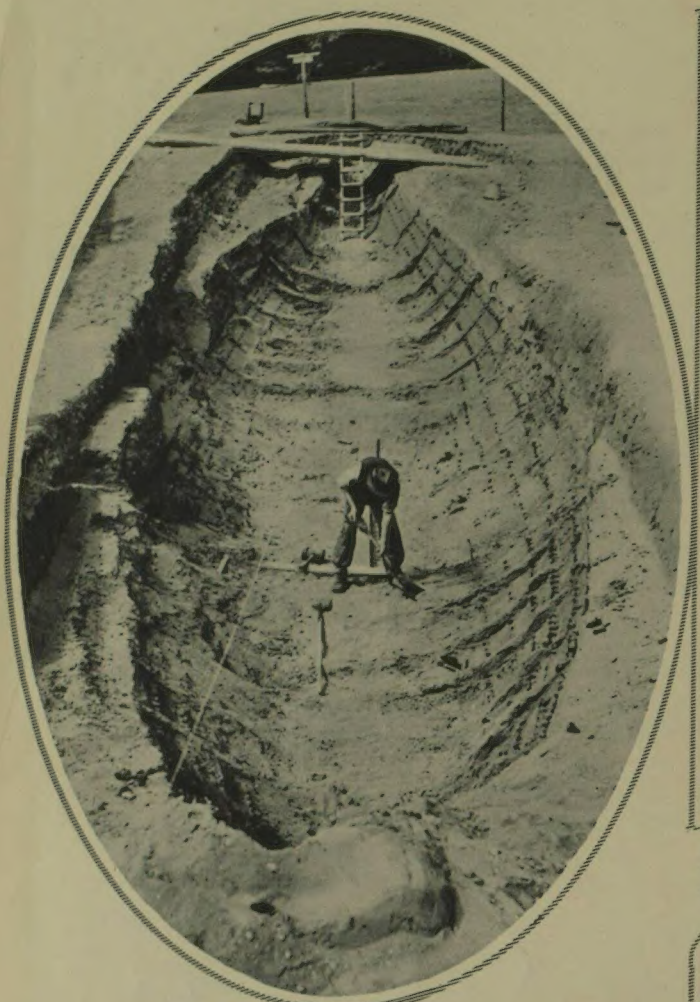
The mobile "Information Bureau" which the War Department has despatched on a two-months' tour of the Western, Scottish and Northern Commands is fitted with equipment capable of addressing crowds of from 200 to 50,000 people. It is staffed by Army recruiting officers and for part of the tour will be accompanied by a military band. Above, the vehicle is seen in the quadrangle of the War Office before its departure. (Wide World.)



LEAVING THE GORSEDD FIELD—A SCENE FROM THIS YEAR'S EISTEDDFOD, HELD AT DENBIGH, UNIQUE IN EISTEDDFOD HISTORY IN WITHHOLDING BOTH CHAIR AND BARDIC CROWN.

This year's Eisteddfod was unique in that for the first time in its history the two important literary awards, for the Bardic Crown (on August 8) and the Chair competition (on August 10), were both withheld. It is eleven years since the Chair was withheld; forty-three since the Crown. The large audiences, numbering over 10,000, were disappointed; as was Mr. Lloyd George, President of the Chairing Session for the last three years. The Eisteddfod in its present form dates from the fourth century. (Fox Photos.)

TREASURE AT SUTTON HOO: THE BURIAL SHIP, AND THE INQUEST.



A COMPREHENSIVE END-ON VIEW OF THE REMAINS OF THE 1300-YEARS-OLD BURIAL SHIP AT SUTTON HOO, WHOSE HOARD OF GOLD AND SILVER OBJECTS HAS BEEN AWARDED TO THE OWNER OF THE ESTATE, MRS. PRETTY. (Keystone.)



A SCENE AT THE INQUEST ON THE SUTTON HOO TREASURE: THE CORONER, SEATED AT A COVERED BILLIARDS TABLE, WITH (LEFT) SIR GEORGE HILL, FORMERLY KEEPER OF THE BRITISH MUSEUM; AND (RIGHT) THE CHIEF CONSTABLE FOR SUFFOLK. MR. T. D. KENDRICK, KEEPER OF BRITISH AND MEDIEVAL ANTIQUITIES AT THE BRITISH MUSEUM, WAS ALSO PRESENT. (A.P.)

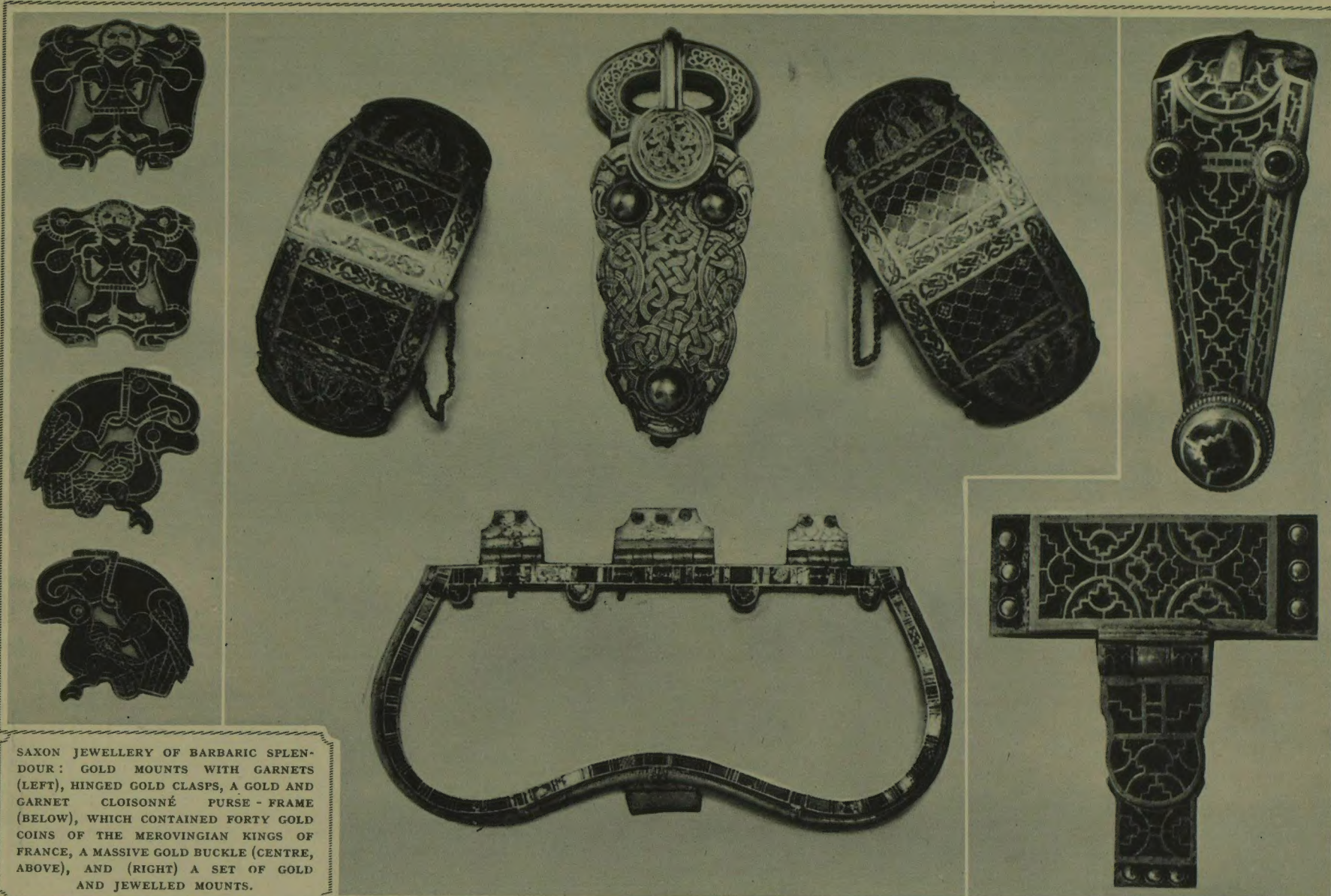


PRECURSOR OF THE VIKING SHIPS—AND THE FIRST SAXON BURIAL GALLEY FOUND IN ENGLAND: A REMARKABLY CLEAR VIEW OF THE SHAPE OF THE LONG CURVED PROW OF THE VESSEL, AS PLAIN AS IF MOULDED, SHOWING THE STOUT RIBS AND THE TRACES OF BOLTS. (Keystone.)

On August 14, in the local hall of the Suffolk village of Sutton Hoo, near Woodbridge, Mr. L. H. Vulliamy, Coroner for the Parish of Bromeswell, conducted an inquest on the gold and silver articles found in the tumulus of an Anglo-Saxon chieftain on the estate of Mrs. Pretty. The chieftain is now widely believed to have been Raedwald, King of the Angles, and the first of the East Anglian Royal Family to become High King of England. The jury, empanelled to decide if the precious objects discovered were claimable by the Crown as treasure-trove, was widely representative of country life, its fourteen members including retired Army officers, farmers, a bank manager, a publican, a golf club secretary, a haulage contractor, a grocer, a land agent, the

village blacksmith, and a school-teacher. Evidence was given by Mr. C. W. Phillips, Fellow of Selwyn College, Cambridge, who declared that it was impossible that the burial of such a prominent leader of seventh-century Angle-land could have taken place in secrecy. He said that after the body had been covered over in the trench, a large mound was erected over the whole, containing at least 1000 tons of turf cut from a surrounding heath. After retiring for twenty minutes to consider their verdict, the jury found that the articles were not treasure-trove, and that Mrs. Pretty was the legal finder. The silver objects in the find are particularly fine, the most outstanding ones being illustrated on the opposite page.

WONDERFUL "FINDS" IN THE ANGLO-SAXON SHIP-GRAVE AT SUTTON HOO.

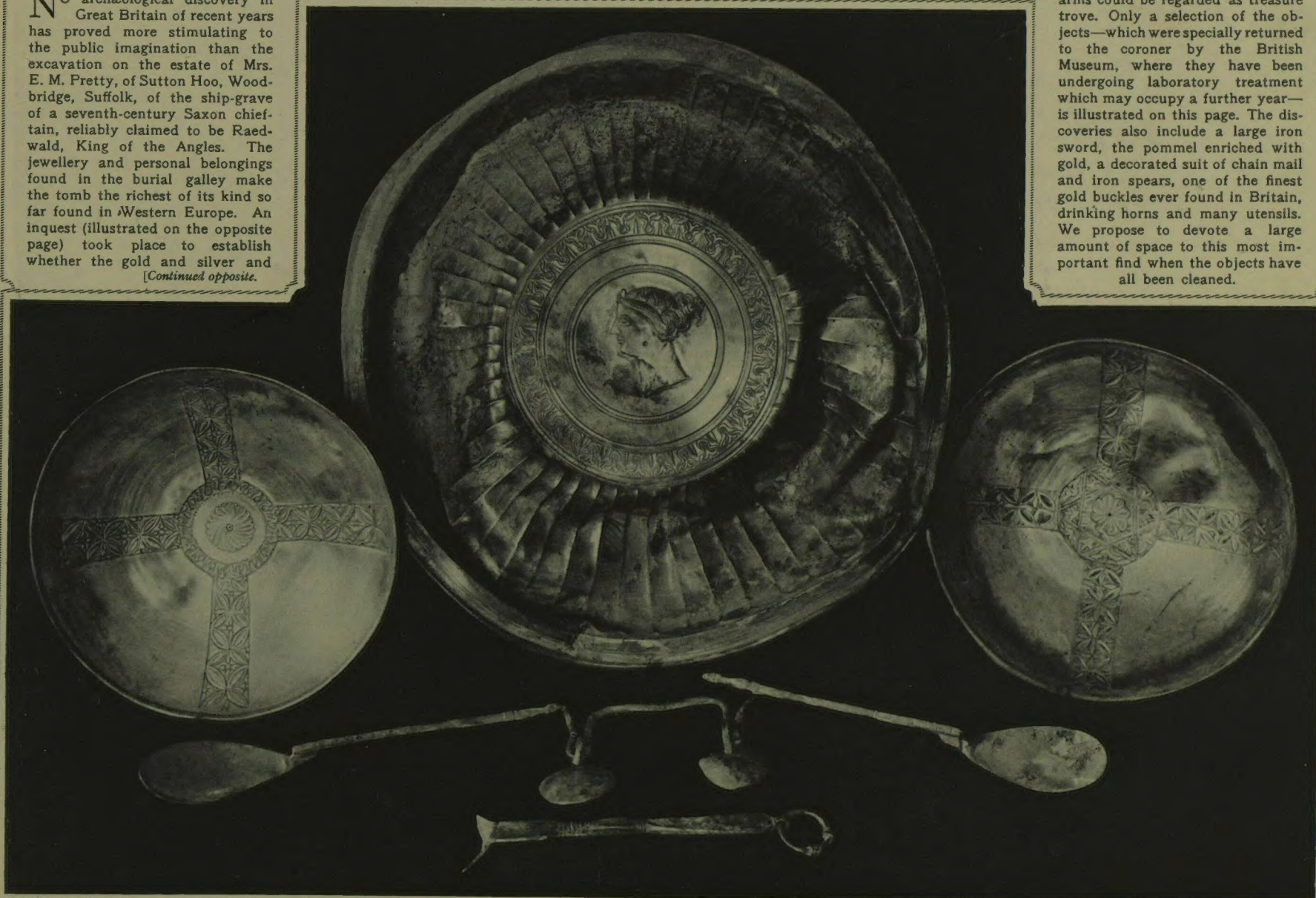


SAXON JEWELLERY OF BARBARIC SPLENDOR: GOLD MOUNTS WITH GARNETS (LEFT), HINGED GOLD CLASPS, A GOLD AND GARNET CLOISONNÉ PURSE-FRAME (BELOW), WHICH CONTAINED FORTY GOLD COINS OF THE MEROVINGIAN KINGS OF FRANCE, A MASSIVE GOLD BUCKLE (CENTRE, ABOVE), AND (RIGHT) A SET OF GOLD AND JEWELLED MOUNTS.

NO archaeological discovery in Great Britain of recent years has proved more stimulating to the public imagination than the excavation on the estate of Mrs. E. M. Pretty, of Sutton Hoo, Woodbridge, Suffolk, of the ship-grave of a seventh-century Saxon chieftain, reliably claimed to be Raedwald, King of the Angles. The jewellery and personal belongings found in the burial galley make the tomb the richest of its kind so far found in Western Europe. An inquest (illustrated on the opposite page) took place to establish whether the gold and silver and

[Continued opposite.]

arms could be regarded as treasure trove. Only a selection of the objects—which were specially returned to the coroner by the British Museum, where they have been undergoing laboratory treatment which may occupy a further year—is illustrated on this page. The discoveries also include a large iron sword, the pommel enriched with gold, a decorated suit of chain mail and iron spears, one of the finest gold buckles ever found in Britain, drinking horns and many utensils. We propose to devote a large amount of space to this most important find when the objects have all been cleaned.



THE MOST IMPRESSIVE FEATURE OF THE SUTTONHOO ANGLO-SAXON TREASURE: PROVINCIAL BYZANTINE PLATE, INCLUDING A MAGNIFICENT SILVER DISH, 28 IN. ACROSS (BEARING MARKS OF THE REIGN OF THE EMPEROR ANASTASIUS I.), TWO SMALLER DISHES, SILVER SPOONS, AND A SILVER LADLE-HANDLE WITH RING (BELOW.)

MEN OF THE MOMENT IN THREE CONTINENTS: A WEEK OF INTERNATIONAL COMINGS AND GOINGS, SPEECHES AND CONFERENCES WATCHED BY A TENSE WORLD.



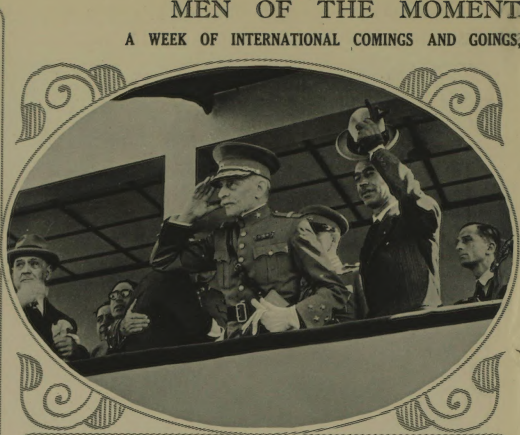
THE TOKYO CONFERENCES BETWEEN THE JAPANESE FOREIGN MINISTER, MR. ARITA (LEFT), AND SIR ROBERT CRAIG, THE BRITISH AMBASSADOR (RIGHT). The Japanese Press (around August 14) forecast an early renewal of the conversations between Sir Robert Craig and Mr. Arita and their ultimate success. The main stumbling-block was apparently the economic issues. The Tientsin blockade, it seems, is to continue, despite the decision to hand over the four Chinese said to be implicated in Cheng's murder (the blockade's original cause) until "wider issues" are settled. (*Wide World*.)



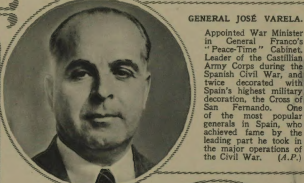
GENERAL FRANCO WITH THE MEMBERS OF HIS PEACE-TIME CABINET, IN WHICH THE FASCIST PALANCE DOMINATES; WITH HIS BROTHER-IN-LAW, DON RAMON SERRANO SUÑER, OF HIS LEFT HAND. The members of the new Spanish Cabinet are seen in the above photograph: (seated) (l. to r.) Generals Yagüe (Air) and Varela (War), Colonel Baiguer (Foreign Affairs), General Franco, Señor Suñer (Interior), Vice-Admiral Moreno (Marine), General Muñoz Grande, Secretary-General of the Falange (Minister without Portfolio), and (standing) Lieut.-Col. Alarón (Industry and Commerce), Señor Castillo (Minister without Portfolio), Señor Larrea (Finance), Señor Bilbao (Justice), Señor Sánchez (Minister without Portfolio), Señor Peña (Public Works), Señor Benjumea (Agriculture), and Señor Dulles (National Education). (*Wide World*.)



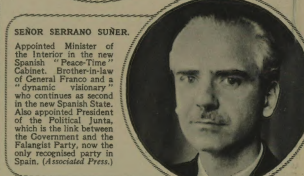
A RUMANIAN ROYAL VISIT TO TURKEY WHICH MAY BE FOLLOWED BY A FORMAL PACT OF ALLIANCE; KING CAROL WITH PRESIDENT İNÖNÜ. Returning from a cruise in the Aegean in his yacht "Lucasfaru," King Carol arrived in the Bosphorus on August 11, and soon after went ashore to the Dolma Bagiche Palace to meet President İnoönü, who had come specially from Ankara to see him. During King Carol's visit the Rumanian military delegation was in Istanbul and a Turkish-Rumanian military alliance is talked of. (*Kryosenc*.)



PRESIDENT CARMONA OF PORTUGAL IN AFRICA TAKING THE SALUTE AT A MARCH-PAST OF PORTUGUESE COLONIAL TROOPS, DURING HIS TOUR OF THE PORTUGUESE COLONIES. General Carmona, President of the Portuguese Republic, originally arrived at Lourenço Marques, the capital of the Portuguese East African Colony of Mozambique, on July 16, on the first stage of his official tour of the Portuguese Colonial Empire. He later visited South Africa being the first head of a foreign State ever to do so. On arrival at Pretoria, he was welcomed on behalf of the King by the Governor-General, Sir Patrick Duncan, and by General Hertzog, the Prime Minister, on behalf of the Union Government. (*Luhanski*.)



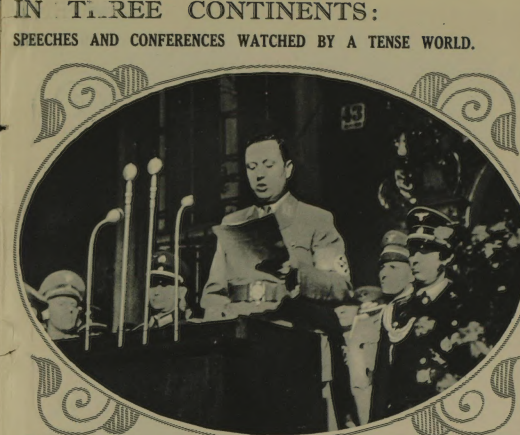
GENERAL JOSÉ VARELA. Appointed War Minister in General Franco's "Peace-Time" Cabinet, Leader of the Castilian Army Corps during the Spanish Civil War, and twice decorated with Spain's highest military decoration, the Cross of San Fernando. One of the most popular generals in Spain, who achieved fame by the leading part he took in the major operations of the Civil War. (*J.P.P.*)



SEÑOR SERRANO SUÑER. Appointed Minister of the Interior in the new Spanish "Peace-Time" Cabinet. Brother-in-law of General Franco and a "dynamic" figure who continues as second in the new Spanish State. Also appointed President of the Political Junta, which is the link between the Government and the Falangist Party, now the only recognized party in Spain. (*Associated Press*.)



A NEW DUTCH MINISTRY FORMED AFTER PROLONGED CONVERSATIONS FOLLOWING THE RESIGNATION OF DR. COLIJN; JONKERHOF DE ZIEK, WITH MEMBERS OF HIS CABINET. Above the Ministers of the new Dutch Cabinet formed on August 9 are seen outside the Streekluk Palace: J. van den Tempel (Social Affairs), Jonkerhof de Ziek (Prime Minister), Lieut.-Colonel A. O. H. Dijkshoorn (Defence), Dr. J. L. M. Meijer (Colonies), Mr. J. W. Althoff (Waterways), Professor Dr. P. C. Gerbrandy (Justice), Dr. M. P. L. Steenbergh (Economic Affairs), and Dr. E. V. van Kleffens (Foreign Affairs). (*S. and G.*)



"DANZIG IS NOT ENGLISH, NOT FRENCH, AND NOT POLISH": HERE FORSTER SPEAKING AT HERR FORSTER RETURNED ON AUGUST 10, THE DAY AFTER HIS VISIT TO HERR HITLER. DANZIG ON AUGUST 10, AFTER CONFERRING WITH HERR HITLER AT BERCHTSGADEN, AND THE FOLLOWING DAY made a typical speech in which he attacked England, France and Poland. "Danzig is not English, not French, and not Polish," he said; and "the hour of liberation is at hand, our Motherland and our Fatherland, Adolf Hitler, are determined to support us." Following the Ciano-Ribbentrop conversations, a compromise plan was rumoured. In Warsaw it was emboldened that Poland could accept no compromise. (*Central Press*.)



WHERE THE FATE OF MILLIONS MAY BE DECIDED IN THE NEXT FEW WEEKS: CITIZENS OF DANZIG GATHERED ON "LANGE MARKT" SQUARE TO HEAR HERR FORSTER'S ADDRESS. As noted above, the Nazi leader and Gauleiter for Danzig, Herr Albert Forster, addressed a demonstration of his followers on his return to the Free City from his conference with Herr Hitler at Berchtesgaden. 100,000 people assembled, a crowd estimated at 50,000 people filling the "Lange Markt" square itself, while another 20,000 citizens filled the streets leading to the Markt. The speech was broadcast to Germany. (*Associated Press*.)



DR. JOSEPH GOEBBELS, THE GERMAN PROPAGANDA MINISTER, IN A GONDOLA ON THE GRAND CANAL AT VENICE WITH SIGNOR ALFIERI, ITALIAN MINISTER FOR CULTURE. On his arrival at Venice on August 8, as Germany's representative to take part in the Biennial International Film Festival, Dr. Goebbels, Reich Minister for Propaganda, was met at the Station by Signor Alfieri, Italian Minister for Popular Culture and Press, who conducted him in a State gondola down the Canal Grande to his hotel. In the above photograph the two Ministers are seen during their quiet progress through the city of the Doges. (*S. and G.*)



AN "AXIS" CONFERENCE AT BERCHTSGADEN, WHERE DANZIG WAS DISCUSSED: (L. TO R.) HERR VON RIBBENTROP, HERR HITLER, AND COUNT CIANO. No official communiqué was issued after Count Ciano's week-end conversations with Herr Hitler and Herr von Ribbentrop at Berchtesgaden. That they were not arranged, however, until after the meeting between Count Ciano and Herr von Ribbentrop on the Friday (August 11), coupled with Herr Hitler's having seen Dr. Burckhardt, the League Commissioner for Danzig, just before, suggests important Danzig decisions may have been taken. According to the "Giornale d'Italia," it was decided that Italy was as much interested in Danzig as Germany in Italian claims on France. (*Hellman*.)



THE LEADER OF POLAND AT A CRITICAL POINT IN HER HISTORY: MARSHAL SMIGLY-RYDZ, WITH HIS WIFE, ON THE TERRACE OF THEIR HOME IN WARSAW. Since orders were issued to the Polish Customs inspectors to carry arms, there has been an improvement in the general atmosphere in Danzig, and there was even reason for believing that certain elements in the Senate were anxious for a rapprochement with Poland. That Poland's mind is made up, however, was shown by Marshal Smigly-Rydz on August 13, when he said: "Poland recognises no peace that means one must give and the other receive." (*Kryosenc*.)

THE ROVING CAMERA ABROAD: NEWS PHOTOGRAPHS FROM MANY LANDS AND CLIMES.



Princess Irene, the new daughter of Princess Juliana and Prince Bernhard, was born on August 5, at 1 a.m., and at 7 a.m. the people of The Hague heard the boom of the 51 guns saluting the event. The Crown Princess's first daughter, Princess Beatrix, was born on January 31 last year. Our photograph was taken by Prince Bernhard, a keen photographer. It is now nearly ninety years since a male heir was born to the Royal House of Holland. (Associated Press.)

THE LATEST SCION OF THE ROYAL HOUSE OF THE NETHERLANDS: PRINCESS JULIANA'S TWO-WEEK-OLD DAUGHTER—PHOTOGRAPHED BY PRINCE BERNHARD.



THE IMPRESSIVE NEW SUPREME COURT BUILDINGS RECENTLY OPENED AT SINGAPORE—THEIR DOMED ARCHITECTURE FULLY WORTHY OF A GREAT IMPERIAL CITY.

Our photograph shows the recently opened Supreme Court Building at Singapore, with the Municipal Building on the right and, on the left, the Old Law Courts, which are to be pulled down. On the extreme left is the Singapore cricket club. In the foreground is the wide Padang where many football and hockey matches are played.



THE MARNE MEMORIAL TOWERING OVER A HUNDRED FEET; ERECTED AT MONDEMENT, THE SCENE OF A CRITICAL STRUGGLE BETWEEN FOCH'S AND BÜLOW'S TROOPS.



THE COLOSSAL MEMORIAL COMMEMORATING THE VICTORY OF THE MARNE, TO BE INAUGURATED AT MONDEMENT NEXT MONTH: THE FIGURES AT THE BASE INCLUDING SIR JOHN FRENCH (THIRD FROM THE RIGHT).

A correspondent who sends these photographs writes that the Monument of the Battle of the Marne, an immense column of granite over a hundred feet high, erected on the heights of Mondement on the extreme edge of the Plateau de la Brie, is to be inaugurated at the beginning of next month. It is the work of the architect, Bigot, and the sculptor, Bouchard. The relief carving on the foot of the monument shows Marshal Joffre, "le père Joffre," with his hand on the shoulder of the poilu; and the figures of the victorious commanders at the Marne, Langle de Cary, Sarrail, Foch, Franchet d'Esperey, Maunoury, Gallieni, and of Sir John French (seen third from right). (Sport and General.)



ADMIRAL HORTHY OPENING THE FIRST WORLD GIRL GUIDE GATHERING HELD IN HUNGARY: A PICTURESQUE CONTINGENT FROM ESTHONIA MARCHING PAST THE REGENT (CENTRE).

The first World Girl Guide Gathering ever to be held took place recently in Hungary, between July 25 and August 7. Six thousand girls from twenty-six countries attended the gathering, which was officially "opened" on July 30 by the Hungarian Regent, Admiral Nicholas Horthy de Nagybánya. There are approximately 1,340,000 Guides in the world, of whom 526,000 inhabit this country. The movement was organised in 1910 by Sir Robert Baden-Powell, the Chief Scout. In principal the movement is identical to the Scouts, the only difference being in details of training. (Mondiale.)



WATTEAU'S "L'INDIFFÉRENT" RETURNED BY A YOUNG ARTIST, S. BOGOUSLAVSKY, WHO SAID HE HAD TAKEN IT FROM THE LOUVRE FOR "LOVE OF ART."

On August 14 Watteau's "L'Indifférent," stolen from the Louvre on June 11, was brought to the Paris Ministry of Justice under the arm of a twenty-five-year-old artist named Serge Bogousslavsky, attended by four well-known lawyers. Bogousslavsky was quoted as saying that he took the picture for "love of art," his reason being the bad way in which it had been restored; that there were details in the picture which were not by Watteau, notably the diabolos; and that he wished to rectify this. He was committed to the Santé prison on a charge of theft. (Planet.)



THE WORLD OF SCIENCE.

"LEND ME YOUR EARS."

By W. P. PYCRAFT, F.Z.S., Author of "Camouflage in Nature," "The Courtship of Animals," "Random Gleanings from Nature's Fields," etc.

A SHORT time ago, it may be remembered, I had something to say about the enormous ears of the long-eared bat (Fig. 1), which are almost as long as the body. This, very naturally, caught the attention of one of my readers, who has asked me whether I can account for this curious fact. It had not occurred to me when I was writing that it needed an explanation. But it certainly does, though, at the moment, I can only offer a surmise.

Most of us, surely, will remember the comment of Little Red Riding Hood when she found a wolf, in the guise of her grandmother, in bed: "What large ears you

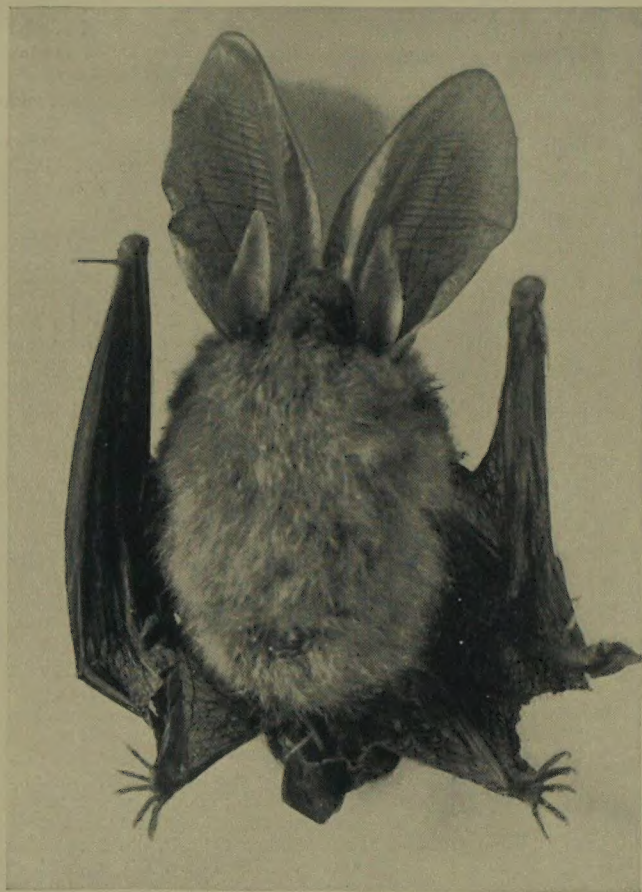
to sounds, turning the head rapidly towards the source of the sound, or sometimes the ear only, as, for example, in the horse. But why is it so much larger in the ass than in the horse, and in Grevey's zebra than in all the other zebras? Compare again the enormous ears of the Fennec fox with those of the common fox. I may be told that this difference is easily explained because these two animals live in environments as different as can well be imagined. This may be so, but let us remember that the fox lives in coverts where sound is of necessity more or less intercepted, while the Fennec fox lives in open deserts where sound travels easily. Again, in turning to the apes and monkeys, we find conspicuous differences in the size of the ear which are difficult to account for. Compare, for example, the enormous ears of the chimpanzee with those of the gorilla and orang. And in these creatures, too, we find another and a very marked change in the shape of the ear, for it is lobe-shaped, lies flat to the side of the head, and has quite characteristic folds and ridges which attain to their fullest development in the human ear. What has governed this shape and the progressive stages in its development?

Finally, on this theme of the size of the ear, what is to be said of the Indian and African elephants? Herein the ears lie close to the side of the head, but big-game hunters have given us graphic descriptions of the way in which they can be turned forwards when alarmed and anxious to find out whence suspicion-raising sounds are coming, as we ourselves place the half-closed hand behind the ear and thrust it forward when "hard of hearing." But why are they so vastly larger in the African elephant? And even here they are conspicuously larger in

range in size has any functional significance. It is probably no more than a "secondary sexual character," comparable to the excessive growth of "ornamental" plumage, such as in the peacock among the birds. Both Indian and African elephants are "jungle-haunting" animals, and the conditions governing sound cannot differ so much in these two areas as to account for the surprising difference in the form and size of their ears.

Domesticated animals present us with some interesting aspects on this theme of the excessive growth which ears may attain to. And here "function" may be at once dismissed as an agency in its causation. In the wild boar, for example, the ears are small, but in some domesticated races they droop forwards and attain to such a huge size as to overhang the face and eyes and bring about blindness! This great size has come about by the agency of "selection" on the part of the breeder. But even so, the initial stages in this development must have been due to an "inherent tendency" correlated with some other and mysterious "growth-force" peculiar to this breed.

And we find this same proneness to develop ears of enormous size in those domesticated breeds of rabbits known as the "lop-eared" (Fig. 2). Herein the ears are no longer erect, as in the wild rabbit, but hang downwards and trail on the ground! Some idea of the extent to which this



1. PROVIDING A STRIKING COMPARISON WITH THE HUGE EARS OF THE LOP-EARED RABBIT ON THE ONE HAND, AND THE TINY VESTIGE REMAINING IN THE EARED SEAL ON THE OTHER: THE LONG-EARED BAT (*PLECOTUS AURITUS*), WHOSE ENORMOUS EARS ARE RELATIVELY LARGER THAN IN ANY OTHER MAMMAL.

In this animal the ears (1½ in.) are nearly as long as the body. No satisfactory explanation of their great size has yet been given, though it may perhaps be regarded as a "secondary sexual character," comparable to the excessively developed plumage of some birds.

have got!" The instant response was, "All the better to hear with!" That would seem, even to-day, a perfectly satisfactory answer. A little reflection, however, will show that it is not so, though large ears are commonly associated with acuity of hearing.

But let me begin at the beginning in endeavouring to solve this problem. In the first place, "ears"—that is to say, the semi-tubular outgrowths of the head, so conspicuous in the hare, the rabbit, and the ass—did not come into being until the advent into the world of those hair-covered creatures, with a four-chambered heart, warm blood, and milk-secreting, which we call the "mammals." For the birds and the reptiles have no "ears." In them the true "ear" lies within the head, and gives evidence of its existence only in an oblong aperture in the side of the head behind the eye. What started the growth around this aperture of the sound-collecting apparatus projecting from the head which we call the "ear" we cannot say. But the rudiments having started, they continue to increase in size, as well as to vary their form, in accordance with the nature and force of the stimuli they receive from without. For it is obvious that there was some determining factor in their development, since the aperture of this "ear-trumpet" always turns forward and, not only this, it can be turned outwardly or sideways to catch sounds from these two main directions. In some animals they can be drawn backwards, but then to express emotions either of fear or anger, and not to concentrate sounds.

In attempting to account for the size of this external ear we have to walk warily. They are certainly conspicuously large in animals which show a quick response



2. LIKE THE LONG-EARED BAT, A REMARKABLE EXAMPLE OF EXCESSIVE EAR-DEVELOPMENT IN ANIMALS, IN THIS CASE THE RESULT OF "SELECTION" ON THE PART OF THE BREEDER: THE LOP-EARED RABBIT, WITH "FULL LOP" EARS HANGING DOWNWARDS AND MEASURING 7½ IN. WIDE AND 27 IN. FROM TIP TO TIP.

In the wild animals such ears could not possibly come into being, since they would impede movement, not only in feeding but in endeavouring to escape from enemies. (Photograph by Harold Bastin.)

hypertrophied growth may attain is shown in the accompanying photograph. In the wild animals such ears could not possibly come into being, since they would impede movement not only in feeding, but in endeavouring to escape from enemies. Here again the breeder found this tendency inherent in the breed and fostered it.

In all the wild dogs the ears are upright, and may, as in the Fennec fox, attain to a large size, but in domesticated races the ear, if upright, has the tip turned downwards, but in most breeds they hang down on each side of the head, though this does not seem to impair their hearing. Time and again I have marvelled at the instant response my little cocker spaniel makes to sounds quite inaudible to myself. To still further aid her at such times, she slightly lifts her ears so that they move a little outwards.

Finally, something must be said of the many tribes of animals which show no trace of external ears. In all such cases they have vanished because their function gradually fell into abeyance. They disappear from lack of "use" and mere inanition. The last traces of such a disappearance are well shown in the "eared seals" (Fig. 3), wherein all that is left of the ear is a mere vestige. In all the rest of the seal tribe only a small hole in the side of the head marks the passage to the internal ear. In the whale tribe this aperture often has to be sought for with a lens, and a bristle can by no means easily be thrust down it. The moles and the duck-bill platypus, among land animals, are in like case.

The complete loss of all traces of this external ear shows us very certainly that some sort of an "ear-trumpet" came into being wherever sound resulted in stimulating the tissues surrounding the aperture to the internal ear, though it leaves us "in the dark" as to the reasons for its great range of variations in regard to its size.



3. THE ONLY MEMBER OF THE SEAL TRIBE IN WHICH ANY SIGN OF AN EAR REMAINS: THE EARED SEAL, WHEREIN ALL THAT IS LEFT OF THE EAR IS A MERE VESTIGE. In all the rest of the seal tribe only a small hole in the side of the head marks the passage to the internal ear. In the whale tribe this aperture often has to be sought for with a lens, and a bristle can by no means easily be thrust down it. (Photograph by E. Pedder.)

some geographical races than in others. In the elephant of Abyssinia and the Sudan the ear may measure, in vertical height, as much as 6 ft. 5 in. In other races they range from a little over 4 ft. to 5 ft. in height. But we have no evidence as to whether this

BOOKS OF THE DAY.

By CHARLES E. BYLES.

IN these kaleidoscopic times, it is a drawback to books about current affairs and the international situation that, by the time they reach the public, the ground of their argument may have been largely altered by events. I have received so many such works that full discussion of them all (and of others probably still to come) would occupy this page for months, to the exclusion of works on any other subject. The fairest plans seems to be to select a few for comment and give a list of the rest, from which readers can make their own choice. It would be interesting to know, by the way, what arrangements are made for books of this type, which often contain matter of high national importance, to be studied by the authorities. Presumably each Government Department has properly qualified readers whose duty it is to sift the grain from the chaff, and report the results, so that everything of real value may reach the highest quarters.

Prominent among recent works sure to receive attention from the powers that be is "THE DEFENCE OF BRITAIN." By Liddell Hart (Faber; 12s. 6d.). Here the distinguished military critic and historian explores the whole position, discussing such questions as the conditions and methods of defence, the situation before and after Munich, the possibility of Britain being invaded, and the limitation of air warfare. One section of the book is concerned with the defence of France, the Netherlands, and Switzerland; another with the reorganisation of the British Army and the expansion of the Territorial Force.

Captain Liddell Hart is not an alarmist; neither is he unduly optimistic. He surveys the ground calmly with the eye of a practised soldier. This is how he begins: "The question everyone asks is to-day: 'Will there be war?' That question trays nerves and consumes energy without any compensating value. It is more useful to ask: 'Can war be averted?' Put in that form the question is an incentive to effort. . . . From this nightmare I believe that there is a chance of release." Elsewhere the author declares: "War will only be ended when the power-lusting nations recognise its futility. The growing power of modern defence is bringing that prospect in sight. But there is a grave danger that the nations of Europe may end themselves before they see it. The chief hope for our civilisation lies in nobody winning the next war. Or, better still, in everybody being brought to realise beforehand that it cannot be won."

While the author's outlook is military, and his book is obviously addressed mainly to administrators and leaders of the fighting services, much of it is of vital interest to civilians. Regarding air raids, for example, he writes: "The difficulty of a 'knock-out blow' is greatly increased by the modern superiority of defence over attack. That is already established on land. . . . And now in the air, also, the defence appears to be overtaking the advantage that the attacker formerly enjoyed. New developments in the technique of anti-aircraft fire are giving promise of providing an obstacle to the air menace similar to that created a generation ago in land warfare by the combination of barbed wire and the entrenched machine-gun. Thus, in sum, the soldier's dream of the 'lightning war' has a decreasing prospect of fulfilment. The war clouds which hang over Europe to-day produce a lot of thunder, but much less lightning."

Another book that will doubtless be duly considered in Government circles is "SECURITY—CAN WE RETRIEVE IT?" By Sir Arthur Salter, M.P. (Macmillan; 8s. 6d.). Explaining its purpose, Sir Arthur recalls his previous volume, "Recovery: The Second Effort," published seven years ago, and the changes brought about by subsequent events, especially the advent of the Nazi régime in Germany, "one of the turning-points in world history." The main questions he now discusses are—"Is war inevitable? What course of policy offers the best hope of averting it, and at the same time of preserving what is most valuable in the heritage of our civilisation? Is the League of Nations still an instrument of peace or has it become a source of peril? . . . Can we rebuild it? If so, how and upon what principles?" His object has been (in his own words) "to present a picture of the . . . general situation as I see it, and of a general policy to meet it. . . . The book is in five main parts. The first attempts to assess the Peril and the Prospect that now confront us. . . . The second is a study of the evolution of the League of Nations. . . . The third deals with the question of our own National Strength. . . . The fourth advocates in outline a constructive policy for a New Foundation of Peace. The fifth is in the nature of a summary of conclusions."

Sir Arthur Salter does not neglect the personal side of politics. He has an interesting chapter on Mr. Chamberlain as Prime Minister, and another estimating the work of Lord Baldwin, Mr. Hore-Belisha, Sir Kingsley Wood, Sir John Simon, Sir Samuel Hoare, and Sir Thomas Inskip. Among impersonal chapters some of the most notable are those on the new grouping of Powers, the basis of a general settlement, and that suggesting a draft manifesto of British policy. So far-reaching a survey can hardly be summarised in a few words, but the point that Sir Arthur most stresses in conclusion is that "the free democracies of the world . . . need . . . the will to act—and to act together." Again, in his chapter entitled "The Defence of Democracies: Summary," he declares: "We must seek ever to rebuild the foundations of a collective security, whether through the reconstruction of the League . . . or with a further development into some form of federation of free States."

This last suggestion serves to introduce a remarkable American work—"UNION NOW," by Clarence K. Streit (Cape; 10s. 6d.)—which proposes and describes in detail

Specifying the component

parts of the suggested federation, Mr. Streit says later: "In the North Atlantic or founder democracies I would include . . . the American Union, the British Commonwealth (specifically the United Kingdom, the Federal Dominion of Canada, the Commonwealth of Australia, the Union of South Africa, Ireland), the French Republic, the Netherlands, the Swiss Confederation, Denmark, Norway, Sweden and Finland. . . . Their combined citizenry of nearly 300,000,000 is well balanced, half in Europe and half overseas. None of these democracies has been at war with any of the others since more than 100 years. . . . The Union's existing and potential power from the outset would be so gigantic that Germany Italy and Japan even put together could no more dream of attacking it than Mexico dreams of invading the American Union now."

This Union of the Free, as visualised by Mr. Streit, is certainly on the grand scale of political world-planning. Popularly speaking, it is a large order, and easier said than done. Its actual magnitude, however, need not make it inherently impossible, and something of the sort might come about through the pressure of events, which have already moved some way since the book appeared. We in this country would want to know that we should not be asked to abandon any of our cherished traditions and institutions, but on this point the author is reassuring. With regard to monarchy, for instance, he explains: "Clearly the individual freedom of Americans or Frenchmen would gain nothing from making Union depend on the British converting the United Kingdom into a republic. Nor would the British be freer for making Union depend on the Americans and French changing to a monarchy." The author carefully distinguishes between a union, with the individual man as its unit, and a league, with the State as unit. The league system he utterly rejects. "Had a strong government of the democracies been created in 1919," he declares, "instead of the League of Nations, there would never have been a Fascist or a Nazi state, and probably democracy would rule Japan to-day."

As promised, I now append a library list of other books bearing on the European scene. Two notable revivals of previous utterances are a collection of speeches by an ex-Foreign Secretary—"FOREIGN AFFAIRS," By the Right Hon. Anthony Eden, M.P. (Faber; 12s. 6d.), and a new and revised edition of a famous war correspondent's well-known book, "ACROSS THE FRONTIERS," By Philip Gibbs (Michael Joseph; 5s.). Incidentally, Sir Philip stresses the menace of Japan and quotes urgent advice to the European nations to stand together. Two books of special interest in connection with the Danzig question are "POLAND: KEY TO EUROPE," by Raymond Leslie Buell (Cape; 10s. 6d.), and "TOWNS AND PEOPLE OF MODERN POLAND," by Robert McBride. Illustrations and Maps (Jarrolds; 10s. 6d.). The unfortunate Republic whose fate was involved in the Munich Agreement and subsequent German action has inspired a trio of books certain to command attention—namely, "EYE-WITNESS IN CZECHO-SLOVAKIA," by Alexander Henderson (Harrap; 10s. 6d.); "THE LOST LEGION," A Czechoslovakian Epic. By Gustav Becvar, M.C. With 24 Illustrations (Stanley Paul; 10s. 6d.); and "WE SHALL LIVE AGAIN," By Maurice Hindus (Collins; 12s. 6d.). Two other works are devoted to particular countries—namely, "THE KEYSTONE OF EUROPE," History of the Belgian Dynasty, 1830-1939. By Emile Cammaerts. Illustrated (Peter Davies; 15s.), and a new volume in the Ambassadors at Large Series, "ITALY," By C. Pellizzi, Professor of Italian at London University (Longmans; 6s.).

The tale of "tension" books is even now not ended! Here is yet another batch of books not restricted to any one country but dealing with the state of affairs on the Continent generally. They are—"FOREIGN CORRESPONDENT," Personal Adventures Abroad in Search of News. By Twelve British Journalists. Edited by Wilfrid Hindle (Harrap; 10s. 6d.); "EUROPE ON THE EVE," The Crises of Diplomacy, 1933-1939. By Frederick L. Schuman, author of "Hitler and the Nazi Dictatorship" (Hale; 18s.); "THE ELEVENTH HOUR," By Vincent Sheean (Hamish Hamilton; 10s. 6d.); "THE LABYRINTH OF EUROPE," By Michael Burn (Methuen; 12s. 6d.); "PEACE WITH GANGSTERS," By George Glasgow (Cape; 7s. 6d.); "DIPLOMACY," By Harold Nicolson (Butterworth; 5s.); and "WAR AND PEACE," Essays in Psychological Analysis. By William Brown, Wilde Reader in Mental Philosophy at Oxford, Major, late R.A.M.C. (Black; 5s.). Six books concerned solely with Germany I reserve for a later article. May we hope that, as stated in the 14th verse of the 11th Chapter of the Book of Proverbs, "In the multitude of counsellors there is safety"?



LENDING A NEW MAGIC TO POMPEII'S "FROZEN HISTORY": THE COLONNADE OF THE MARKET-PLACE OF THE ANCIENT ROMAN CITY, WHICH LAY BURIED FOR CENTURIES, ILLUMINATED BY 50,000-CANDLE-POWER "FLOODS."

Pompeii, buried for 2000 years beneath the ashes of Vesuvius, is now illuminated at night by 50,000-candle-power flood-lights. Entering the city by the Porta Marina, the ruins appear in an orange glow; while the Temple of Venus is outlined in azure and amethyst. Recently the Prince and Princess of Piedmont inaugurated a series of concerts held in the ancient theatre built into the side of a hill—and above the ruins of the city floated the strains of Beethoven's "Coriolanus." (Photograph by Courtesy of E.N.I.T.)

a vast and daring scheme for the preservation of democracies, which amounts to nothing less than the amalgamation, for certain purposes, of the United States, the British Empire, France, and other democratic nations. In recommending this grandiose plan the author writes: "I believe it will lead us through in time to avoid catastrophe if only we make the most of the brief respite gained at Munich to agree to set out on it without delay. The way through is Union now of the democracies that the North Atlantic and a thousand other things already unite—Union of these few peoples in a great federal republic built on and for the thing they share most, their common democratic principle of Government for the sake of individual freedom. This Union would be designed (a) to provide effective common government in our democratic world in those fields where such common government will clearly serve man's freedom better than separate governments; (b) to maintain independent national governments in all other fields where such government will best serve man's freedom; and (c) to create by its constitution a nucleus world government capable of growing into universal world government."

AERIAL PHOTOGRAPHY BY NIGHT: AN AID TO THE NOCTURNAL BOMBER.



THE PROCESS OF AERIAL NIGHT PHOTOGRAPHY: A DRAWING SHOWING THE LUMINOUS "BOMB" BEING DROPPED, ATTACHED TO A PARACHUTE WHICH, AFTER A CALCULATED INTERVAL, OPENS; THIS CAUSES THE "BOMB" TO "EXPLODE"; AND THE LIGHT STARTS THE MECHANISM OF THE CAMERA (SHOWN, DIAGRAMMATICALLY, IN THE BOMBER).



AN EXAMPLE OF AERIAL NIGHT PHOTOGRAPHY—A PHOTOGRAPH TAKEN AT 9.30 P.M. FROM A HEIGHT OF 1600 FEET WITH THE FAIRCHILD AERIAL NIGHT CAMERA: THE SAN DIEGO (CALIFORNIA) EXHIBITION FROM AN OBLIQUE ANGLE.

NIGHT is no longer an obstacle to air photography as these illustrations show. Such a development has obvious bearings on A.R.P., and the question of the effectiveness of "black-outs" in large cities. The methods with which the photographs on this page were taken—by the U.S. Army Air Corps, which has been experimenting, in collaboration with specialised firms, for some twelve years in this field—are not dissimilar in principle from those of ordinary terrestrial night photography. The "flash" is from a "bomb" attached to a parachute, the bomb exploding when the parachute opens. This it does after a period calculated to allow the aeroplane to be both safe from the explosion, and in a good position to take the photograph. The light-rays from the bomb cause a photo-electric cell to operate the camera shutter. The lens has a focal length of 11½ in. and with an aperture of f.3.5, an exposure of 1-25th sec. is made. From a military viewpoint the value of this comparatively new application of photography is obvious. Thus, it will be of assistance in both night bombing and night reconnaissance flights. The luminous bomb may be used alone, to light up the target—as, indeed, it was used in the Spanish war—and to see the results of the raid. Alternatively, an accompanying photograph would provide a more accurate record, both of country reconnoitred, and of a raid accomplished. For news photography the value is equally obvious: pictures of dramatic events which might occur at night, such as shipwrecks and accidents, being in this manner easily obtainable. (Photographs by the U.S. Flying Corps.)



ILLUSTRATING THE MILITARY POSSIBILITIES OF AERIAL NIGHT PHOTOGRAPHY EITHER FOR BOMBING OR RECONNAISSANCE: A VERTICAL VIEW OF AN AERODROME, SHOWING AS CLEARLY AS IF PHOTOGRAPHED BY DAYLIGHT THE LAY-OUT AND DISPOSITION OF HANGARS AND 'PLANES.

LONDON BEFORE THE BLACK-OUT: A SPECTACLE OF UNEQUALLED BRILLIANCE.

DRAWN BY OUR SPECIAL ARTIST G. H. DAVIS, FROM SKETCHES MADE IN FLIGHT.



AN AERIAL VIEW OF LONDON AT NIGHT, APPEARING LIKE A MAP MADE UP OF TWINKLING STREET LAMPS, WITH BRIGHTER CLUSTERS FORMED BY GROUPS OF NEON LIGHTS, RACING-TRACKS AND "SKY-SIGNS."

Seen from the air, London at night with its normal lighting full on is one of the most wonderful sights that human eye can see. Coming up from the south-east over the fields of Kent, flying, perhaps, high above the clouds that shield the earth from view, the pilot puts the nose of his machine down, there is a momentary rush through the fog of cloudland, and then suddenly below appears the wonder of London's lights. Far as the eye can see they stretch away into the hazy distance, millions of tiny dots of varying colours, from the blue-green of the sodium lamps to the varying colours of the neon signs. Through this fairyland curves the Thames, showing dark against the spangled web through which it winds its way. Here and there searchlights light up the clouds that are almost always

over the metropolis. The intense glare of the powerful lights shortens their perspective as seen from the aircraft high above, so that the projectors themselves seem suspended half-way between the aircraft and the ground. The outstanding feature of the night landscape of London is the endless rows of lamps that mark the position of the streets, dim in the smaller streets and bright where the lighted shops add to the illumination. Here and there are brighter spots where some brilliantly lighted dog- or dirt-track is clearly visible, or in the West End, a glowing jewel amongst these other gleaming pin points, or along the brilliantly lighted Thames Embankment. The resultant effect is that of a map made of twinkling dots, from which the pilot can easily read his position.

LONDON BLACKED OUT—A MEANINGLESS JUMBLE OF SCATTERED LIGHTS.

DRAWN BY OUR SPECIAL ARTIST G. H. DAVIS, FROM SKETCHES MADE IN FLIGHT.



LONDON AS IT APPEARED TO "RAIDERS" DURING THE BLACK-OUT—THEIR ONLY GUIDES BEING THE STILL ILLUMINATED RAILWAY TERMINI, AND THE GLARE OF SEARCHLIGHTS REFLECTED IN THE THAMES.

What a contrast to the aerial view of London on any clear night was the impression the bombers had on the night of Thursday, August 10, when London had its first peacetime "black-out." Passing up the river from the estuary, past Dagenham (with one brightly lit factory a very clear mark), past the glowing red globes on the great pylons carrying the electric cables across the river, the incoming raiders were over London without knowing it. Below them lights remained, it is true, but the vast spangled map formed by the street lamps had completely vanished, and all that remained were scattered spots of light in irregular groups, for all the world like the starry heavens on a clear night. There remained, however, the lighted-up termini and goods yards of the railways, with the

shunting engines sending up transparent puffs of steam like tiny mushrooms. Charing Cross Station showed up as two archways of bright lights; Waterloo was plainly visible; and farther north the great termini and the goods yards formed glowing crescents of bright light in the surrounding gloom. The Thames and the docks had completely disappeared, but ever and anon some portion of London's waterway suddenly appeared as a searchlight struck the low clouds, and, reflected downwards on the water, showed up a stretch of the river. Everywhere could be observed crawling twin pin-points of light—motor-cars with their side-lamps on. In time of war things would be far different. As it was, it was almost impossible for the bombers to find their position with any exactness.

ABORIGINAL BUT HIGHLY EFFECTIVE FISHING METHODS USED BY THE NATIVES OF NORTH ARNHEM LAND :

THE "BALING" TECHNIQUE, AND THE USE OF GRASS "NETS" AND WEIRS TO CAPTURE QUANTITIES OF DELICIOUS *BIYAI* AND *BARRAMUNDI*.



1. THE INGENUOUS "BALING" TECHNIQUE USED IN THE FLOODED COASTAL PLAINS BY THE NATIVES OF NORTH ARNHEM LAND: THE NARROW CHANNEL CONSTRUCTED THROUGH THE RUSHES IN WHICH THE FISH BECOME CONCENTRATED.



2. THE 2-FT. HOLE DUG AT THE END OF THE CHANNEL, WHICH WHEN BAILED CAUSES THE WATER TO FLOW, TAKING WITH IT THE FISH, WHICH ARE CAUGHT IN THE MESH BAG AS THEY COME DOWN THE MINIATURE CHUTE.



3. THE FISHERMAN AT WORK: ASTRIDE THE HOLE AND SCOOPING THE WATER OUT WITH HIS HANDS: WHICH HE THROWS AWAY BETWEEN HIS LEGS—LIKE A DOG DIGGING; THE STICKLEBACK-LIKE FISH CAUGHT BEING CALLED *BIYAI* BY THE NATIVES.

DR. THOMSON'S researches into the customs and conditions of life among the aborigines of the Northern Territory of Australia have often been illustrated in our pages. Here we reproduce further remarkable methods of fish-capture among the natives of North Central Arnhem Land (an article and photographs by Dr. Thomson on their *gorl* fish-traps appeared in our issue of July 15). These methods are employed after the rains of the wet season in the flooded coastal plains and salt-pans near the River Derby. A dense growth of rush-like plants exists, which teems with a small fish-called *biyai* by the natives—in size and appearance like an English stickleback. To catch these *biyai*, a "baling"

[Continued above.]

technique is employed. The natives dig channels (Fig. 1) through the rushes, some 6 inches wide and extending a considerable distance. These soon fill with water—and fish. A hole, some 2 ft. deep, is then dug at one end (Fig. 2); then, standing astride it (Fig. 3), the fisherman bales out the water with his hands. This causes the water in the channel to flow, taking with it the fish, which are caught in a mesh bag as they come down the miniature chute. A day's work results in a catch of many pounds of small fish. These are skilfully and deliciously cooked. On the charcoal remains of a dry wood fire is placed a bed of green leaves. The fish are laid on this and then covered with a further layer of leaves, and then covered with earth, making a perfect oven. A fishing method of the Gunwingo tribe of the Liverpool River Area is that seen in Fig. 4. In this, communal drives, with both sexes co-operating, sweep the pools with hinged nets. Fine fish, such as *barramundi*, are taken. In shallow waters of the River Derby district grass barriers are thrown across the pool, as in Fig. 5, and slowly pushed forward by the fishing-party. The fish become entangled in the grass or are driven into the shallows and stranded. A variant of this is seen in Fig. 6, employed in the mangrove-fringed tidal creeks. A grass-covered weir is placed at its sea-end, so that, as the tide ebbs, the creek drains away. The fish, prevented from breaking the barrier by the two fishermen ensconced in the water, are left stranded. (Photographs by Dr. Donald F. Thomson. World Copyright Reserved.)

4. (BELOW) COMMUNAL FISHING BY NATIVES OF THE GUNWINGO TRIBE IN A SALT ARM NEAR THE SEA; NETS WITH A HINGED FRAME ARE USED, AND FINE FISH SUCH AS *BARRAMUNDI* ARE TAKEN.





PRIMITIVE BUT EFFECTIVE METHODS OF FISHING BY THE ARNHEM LAND NATIVES—5. (ABOVE) "NETTING" FLOOD-WATER WITH GRASS BARRIERS WHICH, SLOWLY PUSHED FORWARD, ENTANGLE THE FISH OR LEAVE THEM STRANDED, THEN TO BE PLACED IN THE WOMEN'S BASKETS (CARRIED HERE BY THE FIFTH NATIVE FROM LEFT); AND 6. (BELOW) FISHING A TIDAL MANGROVE-FRINGED CREEK WHICH AS THE TIDE EBBS, DRAINS THROUGH THE GRASS-COVERED WEIR, WHILE THE NATIVES IN THE WATER PREVENT THE FISH FROM BREAKING THE BARRIER AND THUS ESCAPING TO THE SEA.



Brigadier-General H. J. Reilly is an authoritative military writer and a soldier with a very distinguished record. He has seen fighting in Mexico, Asia, and Europe; commanded an artillery regiment, and, later, an infantry brigade in the American Expeditionary Force in France, 1917-19; and was present at the Battle of Warsaw in 1920. Last year he spent four and a half months in Nationalist Spain, visiting all the active fronts. He saw in action and talked to Spanish and Italian officers and men, German officers and N.C.O.s, and airmen of all three nationalities. Late this spring he visited a number of Balkan countries, as well as Rome and Albania. In Rome he learned the military details of the Albanian expedition from authoritative Italian officers. In Albania he talked to foreign eye-witnesses and went over the more important ground. He finds the conclusion inevitable that the fighting in Spain furnished Germany and Italy with battle experience to test the possibility of a "lightning war"; and he considers that the Albanian expedition was a dress rehearsal of the lessons learned in Spain. A pictorial explanation of the technique of the "lightning war" in drawings made by our special artist, from details furnished by General Reilly, will be found upon a succeeding double-page.

HAVE the lessons the Germans and Italians learned in Spain, and those the Italians learned in Albania, shown them that Europe's Maginot lines cannot prevent "lightning war" being waged successfully? The completion of their Maginot Line caused French fears of a successful surprise attack by the Germans using "lightning war" to change into the confidence which comes from security; though, of course, until the line is extended to cover the Belgian and Swiss frontiers, the danger still exists of this line being outflanked.

By building this line, the French furnished indisputable evidence that they have adopted Marshal Pétain's dictum concerning permanent fortifications. Since 1918 on, the Marshal has insisted that, far from the war having shown the day of permanent fortification to be over, it had proved the contrary.

He showed that, where fortifications had failed during the war, it was through not being designed to meet the conditions of modern warfare. Hand-dug trenches had been held again and again, causing their assailants really terrible losses. Certainly permanent fortifications along similar lines would be stronger. The Maginot Line in general is a greatly improved trench-system of concrete and steel.

Such a system is wholly defensive. For the offensive, all High Commands, including the French, have been trying to find a method of avoiding the trench warfare deadlock which cost such large casualty lists without decisive results from the winter of 1914-15 until the summer of 1918.

The new war machines made possible by the internal combustion engine—the aeroplane overhead, tanks, armoured cars and motorcycles on the ground—seemed to open the way. The Germans had an additional incentive.

The Versailles Treaty of 1919 confined them to a long-service Army of 100,000 men. Thus trench warfare on a large scale similar to that of 1914-18 was an impossibility. They could not produce the millions of trained soldiers necessary. Their only hope was to take advantage somehow of the superior discipline and training of their long-service professional soldiers.

Tanks and aeroplanes were forbidden by the Versailles Treaty. However, it was easier to secretly provide means to make them quickly available than secretly to train large numbers of reservists.

As a consequence, the theory was developed of "lightning war"—the surprise attack of thundering masses of armoured cars, tanks, and mechanised units manned by professional soldiers and supported by clouds of aeroplanes.

The re-adoption of conscription which has once more given Germany a war Army of several million trained soldiers, has not slowed-up the preparation for "lightning warfare." The armoured (*Panzer*) divisions have been steadily strengthened and increased in number. The roads necessary to enable them to quickly concentrate on any frontier have been mostly completed.

In Italy, the light (*Celere*) and armoured (*Corrazata*) divisions are prepared and trained for "lightning war."

In both Germany and Italy, the Air is trained to prepare and support such attacks.

Fear of "lightning war" has caused a number of nations to fortify their frontiers. This has happened from the Baltic to the Black and Aegean Seas, and in Switzerland.

IS A "LIGHTNING WAR" POSSIBLE IN EUROPE?

THE NEW MILITARY TECHNIQUE EVOLVED BY THE "AXIS" COUNTRIES FROM THE LESSONS OF SPAIN.

By BRIGADIER-GENERAL HENRY J. REILLY, O.R.C., U.S.A.

(See also illustration on succeeding double-page.)

Therefore, the question of importance to-day is: Can "lightning war" succeed? Or do the various fortified frontiers make its failure inevitable? What did Spain show?

First it is essential to say that, from the Battle of Teruel—that is, the winter of 1937-38—and the final Catalan Campaign, the Spanish Civil War was on an entirely different basis from that of 1936 and 1937. During this period it was on a large enough scale, as regards manpower and modern weapons in the air and on the ground,

conceived, cannot succeed against a determined, well-armed enemy occupying a strong position.

On the other hand, both the air and tanks are essential components, with the infantry and artillery, if an attack on a determined, well-armed enemy occupying a strong position is to succeed.

Furthermore, other things being equal, it is reasonable to assume that the side which dominates the air will win.

The lessons of Spain for advance and rear-guard work, and the pursuit on an enemy dislodged from his position are:

1. Horsed cavalry with armoured cars and accompanying aeroplanes can prevent such defeated troops, or small detachments unsupported by any considerable amount of artillery, from stopping their advance.

This because the aeroplanes, through their bombs and machine-guns, furnish an effective substitute for the artillery and machine-guns which have difficulty in keeping up with cavalry. Horsed cavalry is particularly useful in a country where there are but few roads.

2. Light and armoured mechanised divisions, with accompanying aeroplanes, can similarly perform successful advance and rear-guard and pursuit work, when there are passable roads.

The better the roads and the more numerous, the more effective their operations.

Under such conditions, such a force can advance much more quickly than can horsed cavalry.

Therefore, in advance- and rear-guard work, and once the enemy's defensive position is broken through, such forces can carry out "lightning war."

What did Albania show?

The heart of the matter is that the Albanians had no time to make use of the weapons which their armed forces possessed, both in the hands of troops and ready for mobilisation. Also, the time between the landing of the four Italian columns and the appearance of Italian aeroplanes, followed by troops in all the centres of population, was so short there was insufficient time to raise the countryside against the invader.

Thus the invasion can be characterised as a surprise in time rather than in locality.

In Rome it was learned that General Pariani—who reports only to the Duce—was responsible for this. Other generals wanted to send a force of from 80,000 to 90,000 troops with artillery, and all other support troops which go with a force of this size. This to be sure to crush the maximum resistance of which the Albanians were capable.

General Pariani insisted that such a force could only land and advance at a rate which would be too slow to permit of surprising the whole country. He therefore disregarded the advice of his subordinates and sent but 23,000 troops, including fast-moving units of the light divisions. He personally wrote a simple order of but three pages. He called in the commanders of the four columns and gave them their instructions so as to ensure the maximum rapidity of action.

In general, then, it may be said that "lightning war":

1. Made only by mechanised forces accompanied by aeroplanes, is not possible in the face of properly organised, determined resistance; but (2) that once a way is opened through such resistance by a successful combined attack of all arms, including aviation, or where such resistance does not exist, "lightning war" is possible.

This is particularly true where, as in Germany and in North Italy, an excellent road-net, built to satisfy strategic needs, enables a surprise in time concentration to be carried out.

The various fortified frontiers, all loosely called "Maginot Lines," can be divided into two classes:

(1) The French Maginot and German Siegfried Lines. These extend many kilometres from front to rear. (2) All other so-called "Maginot Lines." These do not

extend very far in depth, so that an attack which would only penetrate a short distance into "The Maginot Line" would go entirely through them. They are only partially garrisoned, as the countries which have them cannot afford the continuous mobilisation of their garrisons.

The conclusion, then, is (1) that the true Maginot or Siegfried Lines prevent "lightning war." (2) That the time needed to break through the other lines is short enough to permit an advance into the country beyond, probably before mobilisation could be completed, and certainly before concentration could be effected in time to make a powerful counter-attack at the moment the breakthrough was accomplished. Therefore, in such a case, the light forces, accompanied by aviation, could advance into the country invaded, breaking up the concentration arrangements and perhaps even interfering with mobilisation. Under these circumstances, "lightning war" is possible for the countries equipped and trained to wage it.



THE TRADITIONAL MOBILE ARM WHICH, IT IS THOUGHT, MIGHT ENJOY A RENAISSANCE, AND PLAY A USEFUL PART IN A "LIGHTNING WAR" IN CONJUNCTION WITH AIRCRAFT: HEAVILY LADEN ITALIAN CAVALRY ADVANCING OVER THE OPEN. (Keystone.)

to furnish important lessons as to the best methods of waging modern warfare.

One proof is that the reorganisation of the Italian Army now approaching completion is based on these lessons.

For heavy combat, the lessons of this period can be summed-up as follows:

1. (a) The air alone cannot produce decisive results.



ANOTHER LONG-ESTABLISHED TYPE OF MOBILE TROOPS WHICH IS BEING RETAINED IN THE ITALIAN ARMY: CYCLISTS IN A BERSAGLIERI UNIT ON THE MOVE. (Keystone.)

(b) However, the air plays a rôle of the greatest importance when used for direct attack with bombs and machine-guns on an enemy's position, after a heavy artillery bombardment has silenced the enemy's artillery defence, including anti-aircraft guns.

This because it enables the infantry and tanks to advance on and into the enemy's position with less loss and more certainty of victory than can accompanying artillery fire.

2. (a) Tanks alone, even when in considerable numbers, cannot defeat good infantry determined to hold its position.

(b) Tanks accompanied and protected by infantry advancing on an enemy's position after a heavy artillery and aeroplane bombardment, and aided by diving aeroplanes using machine-guns, are essential to gain victory.

In other words, when the enemy has established himself in a strong position, and accepts "knock-down-drag-out" combat, tanks and aviation alone are unable to beat him. Therefore, "lightning war," as originally

MASS MOBILITY IN THE ITALIAN ARMY: "LIGHTNING WAR" AT MANŒUVRES.



THE MASS OF SMALL TANKS IN AN ITALIAN LIGHT (CELERE) DIVISION: A FAR-STRETCHING CAVALCADE, WHICH AFFORDS AN INTERESTING COMPARISON WITH SOME OF THE SCENES OF "LIGHTNING WAR" OPERATIONS PICTURED ON THE SUCCEEDING DOUBLE-PAGE. (Keystone.)



MOTOR-CYCLISTS OF AN ITALIAN LIGHT DIVISION—WHICH IS ADAPTED TO SWIFT MOVEMENT RATHER THAN HEAVY FIGHTING—ON A TEMPORARY BRIDGE DURING THE RECENT GRAND MANŒUVRES. (Wide World.)



ANOTHER SIGN OF THE EXTENT TO WHICH MECHANISATION HAS BEEN CARRIED IN ITALY: A DENSE MASS OF SMALL TRUCKS—IN THIS CASE CARRYING SUPPLIES OR AMMUNITION RESERVES—AND ADAPTED FOR WORK WITH THE VARIOUS ITALIAN "SPECIAL UNITS." (Wide World.)



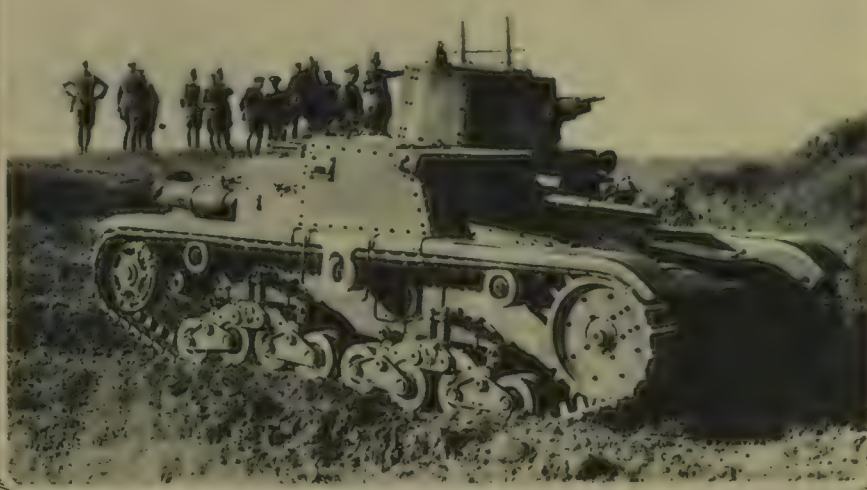
THE SAME TYPE OF TRUCK IN USE AS A TROOP-CARRIER—SOME BEING EQUIPPED WITH A.A. MACHINE-GUNS; AND TYPICAL OF THE SWARMS OF MOBILE UNITS DESIGNED TO EXPLOIT A BREAK THROUGH WITH A HURRICANE PURSUIT. (Keystone.)



ANOTHER COMPONENT OF THE ITALIAN LIGHT DIVISIONS DESIGNED FOR RAPID MOVEMENT RATHER THAN HEAVY FIGHTING: A CAMOUFLAGED ARMoured CAR. (Keystone.)



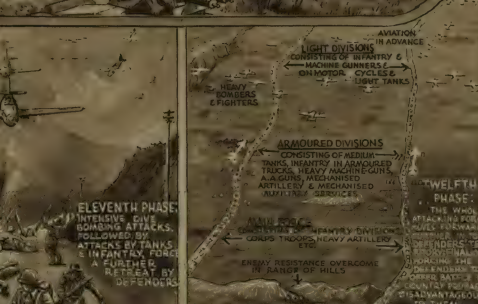
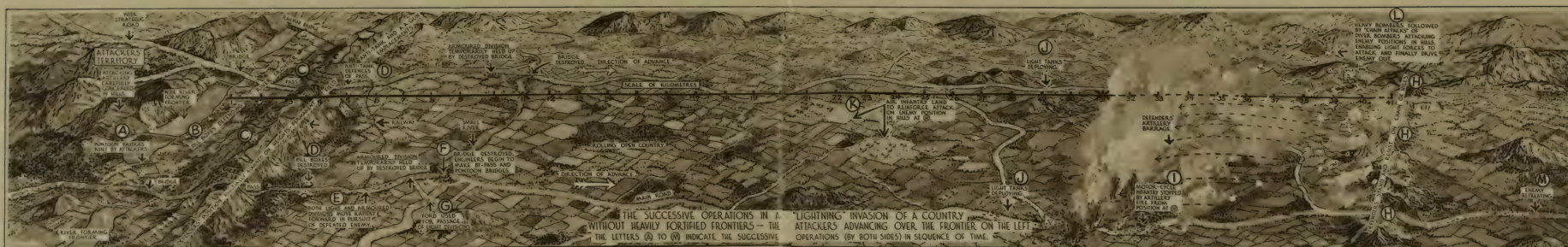
ITALIAN MEDIUM TANKS, COMPONENTS OF THE HEAVIER "ARMoured" DIVISION: PHOTOGRAPHED AT A COMMAND POST; WITH A SMALL WIRELESS TANK SURMOUNTED BY A TAPERING FLEXIBLE AERIAL SEEN ON THE RIGHT. (Planet.)



THE NEW TYPE OF ITALIAN MEDIUM TANK FOR USE IN THE "ARMoured" DIVISIONS, WHICH ARE DESIGNED TO HELP OPEN A WAY FOR THE LIGHT DIVISIONS: AN ELEVEN-TON MACHINE ARMED WITH A LIGHT GUN AND MACHINE-GUNS. (Planet.)

These photographs of the Italian large-scale manœuvres in the valley of the Po (of which we gave some scenes in our last issue) provide an admirable illustration of the details of the technique of the "lightning war" described by that eminent American military authority, Brigadier-General Reilly, in his article on the opposite page. This theory of warfare has been evolved by the "Axis" Powers from the lessons of Spain, and there can be very little doubt that the Italian Grand Manœuvres were devoted to testing its details. An Italian official statement preceding the manœuvres ran: "It

is a question of gathering concrete data on the movements of the large specialised unit (the *celere*—i.e., rapid; the *carrizzata*—i.e., armoured; and the motorised formations) and guides on the rigorous discipline needed for movements of this type." The part to be played by "rapid" or "light" mechanised divisions, heavy "armoured" divisions, and large masses of infantry borne in lorries in a "lightning war" is described by Brigadier-General Reilly in his article, and illustrated in action on the succeeding double-page drawings of "lightning warfare" operations with aircraft.



THE TECHNIQUE OF THE "LIGHTNING WAR" AS IT MIGHT BE EMPLOYED BY ONE OF THE "AXIS" POWERS TO CRUSH A WEAKER NEIGHBOUR IN A SWIFT CAMPAIGN: THE PROGRESS OF THE ATTACK, FROM THE SUDDEN INVASION (LEFT) TO THE FINAL BREAK THROUGH (RIGHT), SHOWN SCHEMATICALLY IN THE UPPER DRAWING, THE LOWER SERIES OF DRAWINGS SHOWING SUCCESSIVE PHASES OF THE OPERATION.

The technique of the *Blitzkrieg*, the "lightning war," as set forth by Brig. Gen. Reilly in his article on page 304, is not adapted for use against the vast systems of permanent, heavily fortified lines, such as are now in evidence on both sides of the Rhine; but there is no question that it might win rapid victory were it utilized by one of the highly equipped "Axis" powers against a weaker nation. Small states cannot afford elaborate "Magnet Lines"; they cannot afford to keep large bodies of troops permanently mobilized on their frontiers; and they cannot afford very large air forces. The "lightning war" postulates initial surprise as regards time, and it also postulates marked air superiority by the attacker. The governing principle of the attack is to break into the invaded country before the defenders can get properly mobilized, and for the attackers to "Keep on going," never allowing resistance to solidify. On this page the uppermost drawing provides a conspectus of the progress of the attack from start to

finish, covering a zone of some fifty kilometres deep from the frontier. The lower drawings show in sequence successive phases of these operations in more detail, as they might appear to military observers on the ground. The series of letters, (A) to (M), in the uppermost drawing gives a key to the sequence of events. At (A) is the frontier river from behind which the attackers suddenly swoop (without, of course, any declaration of war). The scattered pill-boxes erected along the river banks are heavily shelled and masked by smoke, while pontoons are thrown across. Infantry and tanks make their way over, while the light motorized divisions and the heavier armoured divisions prepare to cross. The drawing of the *Second* phase shows the silence of these pill-boxes. At (C) is the main line of resistance, with battery positions and some trenches already prepared, and pill-boxes and tank traps on main roads, but the army to occupy it is still only in process of mobilization and concentration. The drawing of the *Third* phase shows the

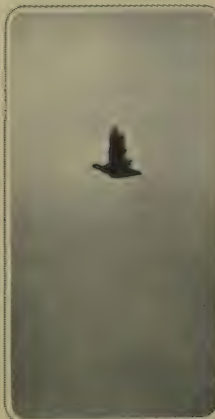
attack on this position by heavy bombers following artillery bombardment. When resistance on this position has been disorganised by this bombardment, dive bombers are sent to settle posts still holding out (*Fourth* phase). While this is going on, the medium tanks and infantry of the light divisions of the main force (brought up by motor trucks over the excellent road system in the invaders' territory) occupy this main position on the ridge. This opens the way for the light motorized divisions consisting of light tanks, motor cyclists and motorised infantry, with light infantry guns—to pass through. This is shown happening in the drawing of the *Fifth* phase. The light divisions, having passed through unopposed, proceed at full speed in pursuit of the retreating enemy. The defenders, of course, blow up the bridges and erect obstacles. The light motorised divisions go across a river by fords (G); the heavier armoured divisions are held up (Ninth phase). Engineers set about building temporary bridges for the heavier units. Deep in the invaded

country a new defensive position is hurriedly being organised on a chain of hills (H). The artillery in this position holds up the attackers' light divisions (I and J). The drawing of the *Eighth* phase shows an incident of this fighting seen from the defenders' side. To reinforce the light divisions quickly (since communications have still not been fully re-established) recourse is had to "air infantry." Units are flown forward in large transport machines and landed just out of reach of the defenders' artillery fire (K). Meanwhile, at (L) air bombardment is again employed against the new defensive line (*Tenth* phase). As soon as the bridges have been rebuilt the attackers' artillery joins in. Such methods are successful against a hurriedly organised position; the armoured divisions are able to break through, assisted by dive bombers (*Eleventh* phase). As soon as the way is clear, the light divisions go forward again, initiating a new pursuit, deep into the invaded territory. They are followed by the armoured divisions, and by the main mass of the invaders.

DRAWN BY OUR SPECIAL ARTIST, G. H. DAVIS, FROM DETAILS SUPPLIED BY BRIGADIER-GENERAL H. J. REILLY, O.R.C., U.S.A.

THE SPEED OF DRIVEN GROUSE CAUGHT BY A SPORTSMAN'S

CAMERA: "GLORIOUS TWELFTH" PICTURES FROM ANGUS MOORS.



INCLUDING PHOTOGRAPHS OF ACTUAL HITS, GROUSE AT SPEED "SHOT"

A year or so ago, when shooting at Millden, on the Dalhousie estate near Edzell, Lord Dartmouth armed himself with a miniature camera and took these amazing snapshots. They convey acutely the tremendous speed of driven grouse, which is said to be double that of a race-horse—which in its

turn may average 30 miles an hour. More remarkable still, Lord Dartmouth was able to get instantaneous photographs of some birds actually hit, with their feathers flying. Owing to this extreme rapidity the really first-class shot shows his superiority perhaps best when shooting driven grouse, for he

FROM THE BUTTS BY LORD DARTMOUTH WITH A MINIATURE CAMERA.

gets his birds in front of the butt rather than behind. A good bag is about 100 to 150 a day, but some guns get a great many more. As opposed to the guns' enthusiasm, the economics of what is virtually a great industry of the Highlands are interesting, for it employs thousands of men. A first-class

grouse moor will cost about £7000 in six to eight weeks' shooting. The owner has to calculate on prospects long before the "Twelfth," and to engage his beaters sometimes in the spring. Among those who were in Scotland on the "Twelfth" this year, was H.M. the King, who enjoyed good sport at an informal shoot.

AMAZING DISCOVERIES IN A MYCENÆAN QUEEN'S TOMB IN THE PELOPONNESE:

A TREASURE OF SUMPTUOUS GOLD AND SILVER VESSELS, AND BEADS FROM THE FAR BALTIC, DATING 200 YEARS BEFORE THE TROJAN WAR, FOUND AT DENDRA.

By PROFESSOR AXEL W. PERSSON, of Uppsala University, with Photographs supplied by the Author. (See also illustrations on succeeding pages.)

Widespread public interest will be aroused by the remarkable new discoveries made this spring at Dendra, in the upland valley of Berbati, in ancient Argolis, by the Swedish Archaeological Expedition, the chairman of which is his Royal Highness the Crown Prince of Sweden. The latest discoveries at Dendra appear on first sight to rank in importance second only to Dr. Schliemann's epochal recovery in August 1876, of the so-called Treasure of the Pelopids from the royal shaft-tombs at pre-Hellenic Mycenæ. They include things never before found in Mycenæan graves. Fully illustrated accounts of Professor Persson's earlier discoveries at Dendra, particularly of the "beehive" tomb, in which the famous "King's" Octopus Cup was found, appeared in "The Illustrated London News" of Sept. 18, 1926, and Feb. 15, 1936.

AT the end of March this year, a small Swedish archaeological expedition led by me arrived at Smyrna. Our intention was to continue those excavations at Mylassa (situated in the south-west corner of Asia Minor) which were undertaken last year by a committee, with H.R.H. the Crown Prince of Sweden as chairman. But fate had decided otherwise. Owing to the strained political situation—it was shortly before the Italian occupation of Albania—our excavation permit was temporarily suspended by the Turkish War Office, the site being near the coast, and not far from the Italian possession, Dodekanesos. In spite of the fact that other sites were most generously offered by the Turkish authorities, we had to give up the idea of excavating this year in Turkey. After having spent a few weeks conserving the finds from last year's excavations, we transferred our activities, with due permission of the Crown Prince, to the village of Dendra in Greece, a place well known to me from earlier excavations, in 1926, 1927, and 1937.

At this site, a *tholos* (or beehive) tomb, the now famous Royal Tomb, which contained, *inter alia*, the so-called octopus cup of pure gold, was excavated by me in 1926. The existence in the neighbourhood of many Mycenæan chamber-tombs, was known to us from previous campaigns, and with the intention of excavating some of these, we applied to the Greek authorities for a new permit, which was immediately granted. On a hill close to the village, are the ruins of the ancient Midea. Here we made some trial excavations, which made it possible to locate the old royal palace. We were also able to establish the existence of an extensive and relatively well-preserved settlement dating from the second millennium B.C. A systematic excavation of these remains would doubtless give valuable contributions to our knowledge of the Mycenæan civilisation.

We examined in all five tombs, three of which were of exceptional size, and offered much of interest. In Tomb I., which was of a relatively late date, we found a small pit below the floor of the chamber that had escaped plundering; this pit contained a beautiful collection of bronzes, consisting of knives, swords and cups. Tomb II. was partially robbed, but proved to be very interesting in its shape and plan. Like another tomb at this site, excavated by me in 1937, it was provided with a side chamber. On the floor of the main chamber we found a skeleton *in situ*, and it was possible to establish that the dead had been buried in a wooden coffin, a mode of interment of which no certain evidence is previously known where the Mycenæan epoch is concerned. Below the body was a beautiful sealstone; at its left elbow, a dagger with gold mountings. At the feet of the skeleton we found a bronze helmet, the first one known from Mycenæan times. Its form suggests that it is a prototype of the so-called Corinthian helmet of the classical period. This tomb also yielded some other objects of bronze and a fine series of vases in terracotta.

Tomb III. was almost entirely emptied by robbers, but also in this case the architecture was of interest. The chamber is shaped as the negative of a house with ridged roof, the eaves being sharply accented and the roofing slightly

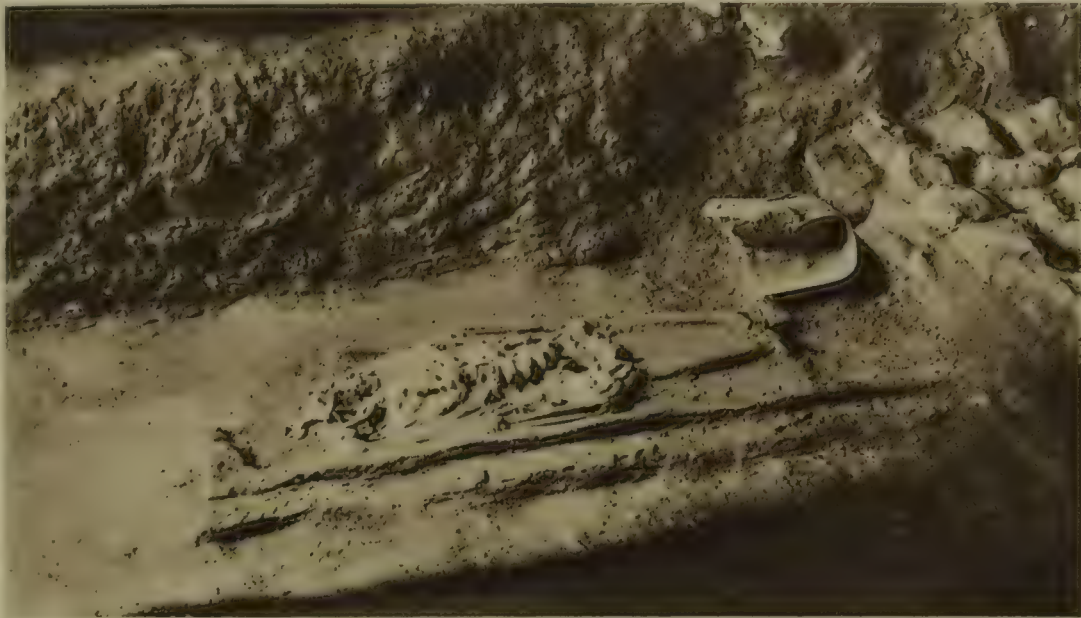
vaulted. In the wall to the left a niche with a sacrificial table had been cut out of the rock. Tomb V. was of a relatively small size, but yielded a beautiful collection of Late Mycenæan pottery.

There remains Tomb IV. This tomb turned out to be one of the biggest chamber-tombs ever discovered in Greece, and its contents were such that we may well call it a royal sepulchre. Like the others, it had been cut out of the hill slope.

To the chamber leads a *dromos*, a gently sloping corridor (20 m. long, 5 m. high, and 2.5 m. broad), with walls converging towards the top. After the burial, the door of the chamber had been carefully walled up, and

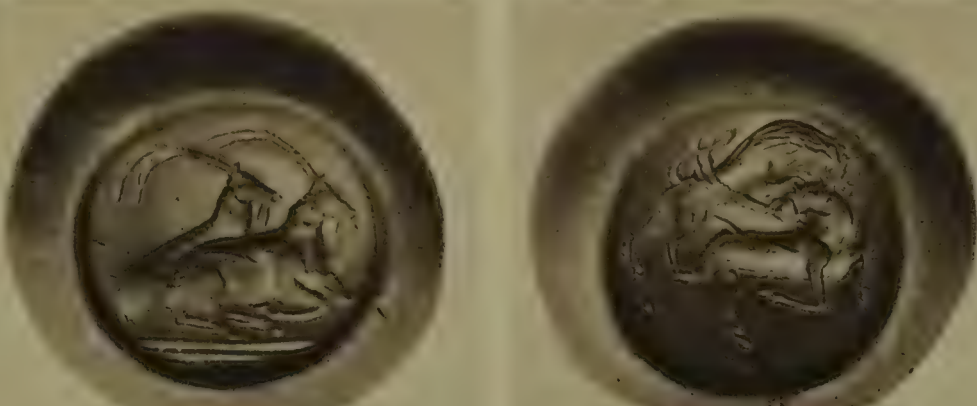


THE SITE OF THE DISCOVERY OF THE WONDERFUL TREASURES OF THE NECROPOLIS AT DENDRA: A SKETCH MAP OF ARGOLIS AND NEIGHBOURING AREAS.



WITH REMAINS OF THE FIRST WOODEN COFFIN EVER FOUND IN A MYCENÆAN GRAVE: A BURIAL ON THE FLOOR OF THE MAIN CHAMBER IN TOMB II. AT DENDRA, WITH THE EARLIEST KNOWN MYCENÆAN BRONZE HELMET AT THE FEET.

On the floor of the main chamber in Tomb II., excavated on the site of the ancient necropolis of the Midean sub-kings at Dendra, in Argolis, Professor Persson discovered a 3000-year-old skeleton *in situ*, and established that burial had taken place in a wooden coffin, "a mode of interment," he writes, "of which no certain evidence is previously known where the Mycenæan epoch is concerned."



UNEARTHED IN THE SMALLER PIT OF THE NEWLY-EXCAVATED "ROYAL TOMB" IN THE NECROPOLIS AT DENDRA: ONE OF TWO FINELY WORKED SEALSTONES, HAVING A CENTRAL PERFORATION LINED WITH GOLD, AND DEPICTING, ON ONE SIDE (LEFT), A PAIR OF MOUNTAIN GOATS RESTING, AND (RIGHT) ON THE REVERSE, A LION SEIZING A GOAT.

The reliefs executed on the sealstones found at Dendra this spring by the Swedish Archaeological Expedition are claimed to be the finest Mycenæan examples so far unearthed. They provide compelling evidence of the high degree of artistic achievement attained by the goldsmiths of this culture in the second millennium B.C.

the *dromos* filled with earth, evidently with the double purpose of keeping robbers away and preventing the dead from walking. The fact that the blocking of the door was intact proved that, at least this way, no robbers could have entered the tomb. The extraordinary size of the tomb gave us a right to expect rich finds—if it really was untouched. Consequently, it was with great expectations, shared by all our workmen, that we began removing the blocking of the door. But having reached the chamber, we found, much to our disappointment, that it had collapsed, and was entirely filled with earth and lumps of rock. It was a heavy piece of work to clear the chamber, which proved to measure 6.5 by 6 metres. The floor was situated 6.5 m. below the present ground level. The rock being extremely brittle, we were compelled, in order to be able to work in some safety, to line the tomb with logs and thick planks. Our work was also delayed by rains, which were, for the season, unusually persistent.

Just above the floor of the chamber we found many Mycenæan sherds; it was possible afterwards to put together a number of vases, the most beautiful being a jar, about 80 cm. high, decorated in the so-called Palace Style. Near the back wall of the chamber were two pits, and here we could expect to discover the richest finds. In the morning of June 18, we eagerly started the emptying of the pits. Lying on the ground, we dug carefully with our knives, while our Greek workmen removed and sifted the earth. We were soon richly rewarded. The smaller pit, which contained the badly preserved remains of a skeleton, was filled to the brim with earth mixed with coal and ashes, in which golden necklace ornaments soon began to glitter. Gradually larger objects of gold appeared, and to our satisfaction we found that, in this case, everything that glittered was gold. The biggest object of gold was a finely ornamented cup weighing 100 gr. A signet-ring of solid gold has engraved on its plate an interesting representation of a sacrifice. Eight big gold rosettes, each with a diameter of 7.5 cm. (2½ in.), and weighing together 60 gr., evidently decorated a leather belt covered with gold foil. Two big pendants were also found, weighing 21 gr., and consisting of solid ornamented gold rings with a diameter of 6 cm. Inside the ring, a rosette-shaped movable plaque is suspended by means of a gold thread. These ornaments, which are certainly too heavy to have served as earrings, have probably been attached to a band covered with gold foil, worn as an ornament hanging down from the crown of the head. Parallels to this may be observed on certain female statues of Cypriot origin.

More than two hundred gold necklace ornaments were found, belonging to four or five necklaces of different types.

There also were more than one thousand pearls of glass paste and about one hundred amber ones. These last are of a particular interest, the analysis having proved that the amber is from the Baltic coast. In addition to this, we found the remains of objects of ivory, which have not yet been sorted out and classified.

While gold objects are found in the earth still gleaming and unchanged, everything else changes or falls to pieces. Ivories in particular must be handled with the utmost care, and are in great need of conservation. In this pit, two finely worked sealstones were also found. One of them shows a boar, the other, of a prismatic form and having a central perforation lined with gold, has representations on two sides, one of them picturing a pair of wild goats resting, the other, a lion seizing a goat. These sealstones are among the most finely executed Mycenæan ones hitherto found.

As stated above, all these objects rested in earth containing a great deal of coal and ashes. Evidently only the gold cup had been actually placed in the pit, whereas all the remaining finds had been pushed down from a pyre, on which the perishable things that accompanied the deceased were burnt. The second pit, wholly reserved for burial gifts, contained several terracotta vases and no fewer than five silver ones, two of which were inlaid with gold. In one of the silver vessels was a spoon, the only Mycenæan one ever found up to now. One of the others contained a small silver box, the content of which is still a secret. Silver oxidises in earth and becomes extremely fragile, and a closer examination of the box will only be possible after special treatment. The same is true of a shallow ivory bowl with an interior lining of gold foil, found in the same pit.

As far as I am able to judge at present, the pottery of the new tomb is slightly older than that of the Royal Tomb, which dates from c. 1350 B.C. The Queen's Tomb may be preliminarily dated to c. 1400 B.C.

HOW THE GREAT DENDRA TREASURE WAS DISCOVERED: OPENING THE PRE-HOMERIC QUEEN'S TOMB.



THE EXCAVATORS REACH THE ENTRANCE OF THE QUEEN'S TOMB CHAMBER, AND FIND IT UNDISTURBED SINCE PRE-HOMERIC TIMES: THE INTACT WALL BLOCKING THE INNER END OF THE DROMOS, AS IT APPEARED WHEN FIRST DISCOVERED.



THE PROMISE OF TREASURE!—GOLD OBJECTS BEGIN TO GLITTER AMID THE DUST AND ASHES OF THE PIT: THE OBJECTS SEEN INCLUDING A BROKEN ROSETTE OF PURE GOLD, A GOLD PENDANT, AND A MAGNIFICENT GOLD CUP, PERFECTLY PRESERVED.

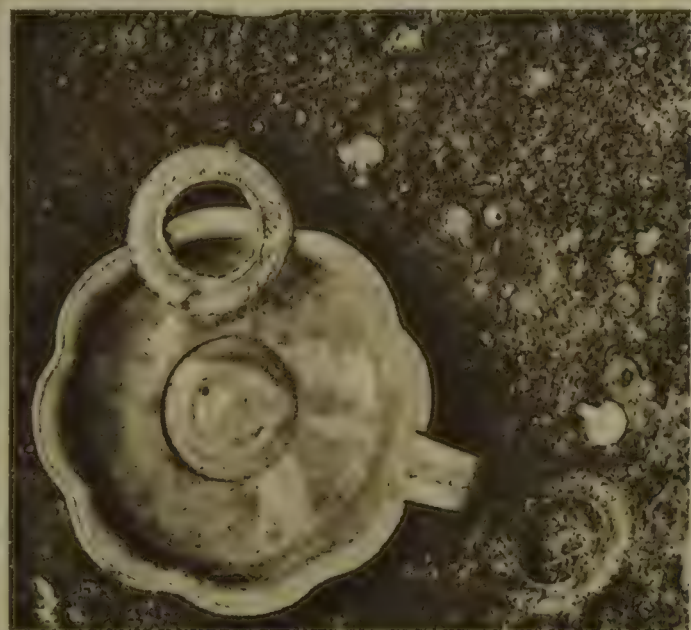
WHERE THE TREASURE WAS FOUND AT DENDRA IN A ROYAL BURIAL CHAMBER WHOSE COLLAPSE HAD DEFEATED THE TOMB ROBBERS OF THIRTY CENTURIES: SHOWING (A) GREEK WORKMEN HELPING TO EXCAVATE THE QUEEN'S TOMB; AND (B) THE KING'S TOMB, DISCOVERED IN 1926.



A LIKELY SPOT FOR TREASURE: SMALL PITS AT THE BACK OF THE FUNERARY CHAMBER FILLED WITH EARTH MIXED WITH COAL AND ASHES.



PROVIDING CERTAIN EVIDENCE OF A VERY LARGE TOMB: THE SLOPING DROMOS WHICH LED THE ARCHÆOLOGISTS TO THE BURIAL CHAMBER ITSELF, THOUGH LEAVING THEM STILL UNCERTAIN WHETHER OR NO THE TOMB HAD BEEN ROBBED IN THE PAST.



THE SUPERB GOLDEN DRINKING CUP (WITH HANDLE IDENTICAL WITH THE "KING'S" OCTOPUS GOLD CUP, DISCOVERED IN 1926 IN AN ADJACENT TOMB), AND WITH GOLD ROSETTES AND ORNAMENTS, GLITTERING ON THE GROUND—AFTER THE DÉBRIS HAD BEEN REMOVED.

The site of the Queen's Tomb at Dendra lies but a short motor drive from Nauplia, from whose quiet bay the Achaian contingent captained by Agamemnon, King of Mycenæ, sailed for Troy in the 12th century, B.C. It is situated in the valley of Berbati, in the mountains of Argolis, to the east of Mycenæ, and on the other side of Mount Euboea. The preoccupation of the archæologists was

whether grave-robbers had discovered the site before them. Their anxiety began to be allayed when they reached the tomb chamber itself, found the entrance blocked, and the chamber itself collapsed; and was finally resolved into triumphant exultation as the gold objects began to appear. (Photographs by Courtesy of Professor Axel W. Persson, of Uppsala University, Sweden.)

SILVER FROM DENDRA — WITH THE ONLY MYCENÆAN SPOON KNOWN.



THE DISCOVERY OF A SILVER TREASURE IN THE QUEEN'S TOMB: SHATTERED SILVER AND TERRA-COTTA VESSELS AND VASES BROUGHT TO LIGHT BY THE SWEDISH ARCHÆOLOGICAL EXPEDITION IN THE ANCIENT NECROPOLIS OF MIDEA, WHICH, ACCORDING TO THUCYDIDES, WAS SUBSERVIENT TO THE MYCENÆAN KINGS.



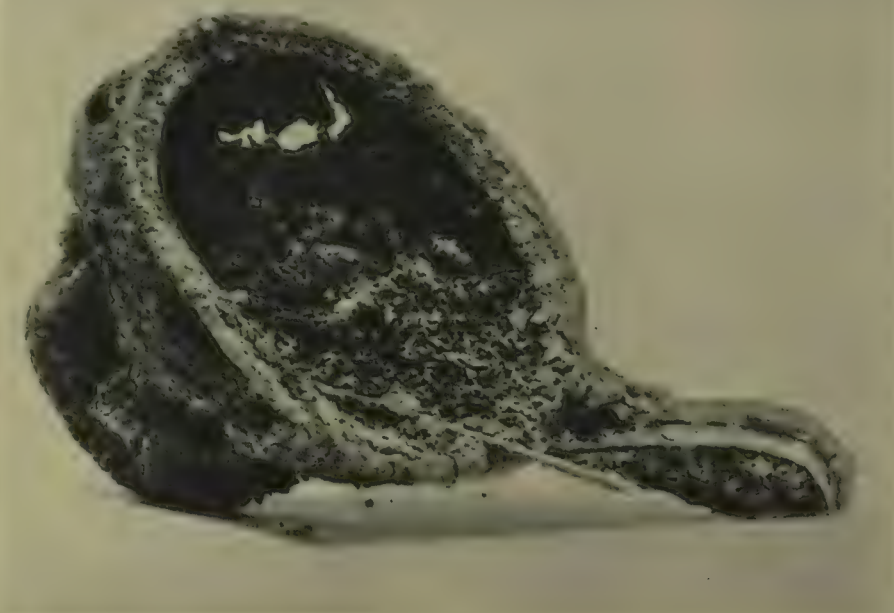
A SHALLOW IVORY BOWL WITH AN INTERIOR LINING OF GOLD FOIL, FOUND IN ONE OF THE SMALLER PITS NEAR THE BACK OF THE TOMB-CHAMBER.



SILVER CUPS (4½ INCHES DIAMETER) FROM WHICH THE PRE-HELLENIC LORDS OF MIDEA — WHICH LIES HARD BY THE ANCIENT ROYAL STRONGHOLDS OF TIRYNS AND MYCENÆ — DRANK; FOUND WITH THE TREASURE AT DENDRA.



A LARGE SILVER CRATER (10½ INCHES DIAMETER) FOUND WITH THE SILVER TREASURE IN THE ROYAL VAULT AT DENDRA AMID EARTH AND ASHES, EVIDENCE OF A PYRE IN WHICH PERISHABLE OBJECTS WERE BURNED.



CONTAINING THE FIRST MYCENÆAN SPOON EVER FOUND IN ANY EXCAVATION: A DECORATED SILVER VASE (4½ INCHES DIAMETER), INLAID WITH GOLD ROUND THE BRIM, THE SPOON APPEARING AS A LONG THIN ROD.



A SILVER VASE, INLAID WITH GOLD ON THE RIM (4½ IN. DIAMETER), CONTAINING A SMALL SILVER BOX, THE CONTENT OF WHICH HAS NOT SO FAR BEEN ASCERTAINED—FOUND WITH THE SILVER TREASURE.

The objects illustrated on this page were found in the second pit, wholly reserved for burial gifts, of Tomb IV., cut out of the hill-slope, which turned out to be one of the biggest chamber-tombs ever discovered in Greece. Its contents were such that Professor Persson felt justified in identifying it as a royal sepulchre, while the complete absence of arms and the rich finds of female adornment left

no doubt that it was a Queen's tomb. The pit contained several terra-cotta vases and no fewer than five silver ones, the latter having become fragile through oxidisation in the earth. In one of the silver boxes was a spoon, the only Mycenaean spoon so far discovered. The gold objects "lay in the earth fresh and glittering as if put there only yesterday." (Photographs by Prof. Axel Persson.)

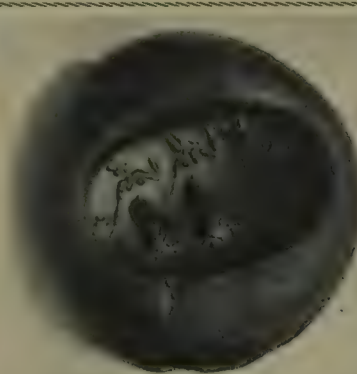
THE GOLD TREASURE OF DENDRA: THE CUP; AND THE ORNAMENTS.



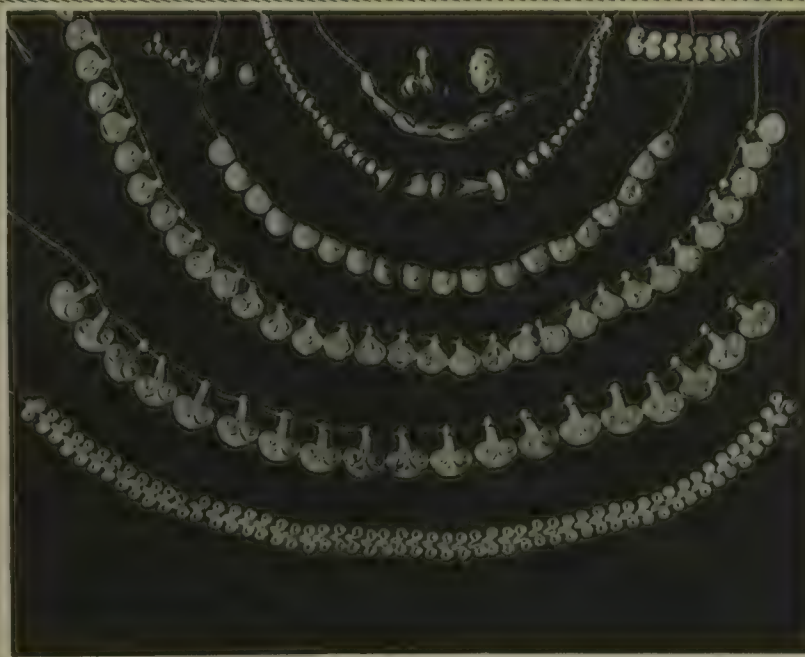
PART OF THE WONDERFUL GOLD TREASURE FOUND IN THE QUEEN'S TOMB: SOLID GOLD PENDANTS (ACTUAL SIZE) WITH MOVEABLE GOLD PLAQUES, AND A GOLD RING.



THE CROWNING DISCOVERY IN THE TREASURE YIELDED BY THE QUEEN'S TOMB: THE GOLD CUP (ACTUAL SIZE) IN PERFECT CONDITION AFTER 3000 YEARS, COMPANION TO THE "KING'S" CUP OF PURE GOLD FOUND IN THE "BEEHIVE" TOMB AT DENDRA—SHOWING (LEFT) AN UNDERSIDE VIEW.



FROM THE BIGGEST CHAMBER-TOMB EVER DISCOVERED IN GREECE: AN IMPRESSION (ENLARGED) OF THE SEAL OF A GOLD SIGNET RING.



INCLUDING AMBER BEADS FROM THE BALTIC COAST, THE FIRST EVER DISCOVERED IN MYCENÆAN GREECE: NECKLACES FROM THE ROYAL BURIAL CHAMBER, COMPRISING ALSO 200 SEPARATE GOLD PIECES.

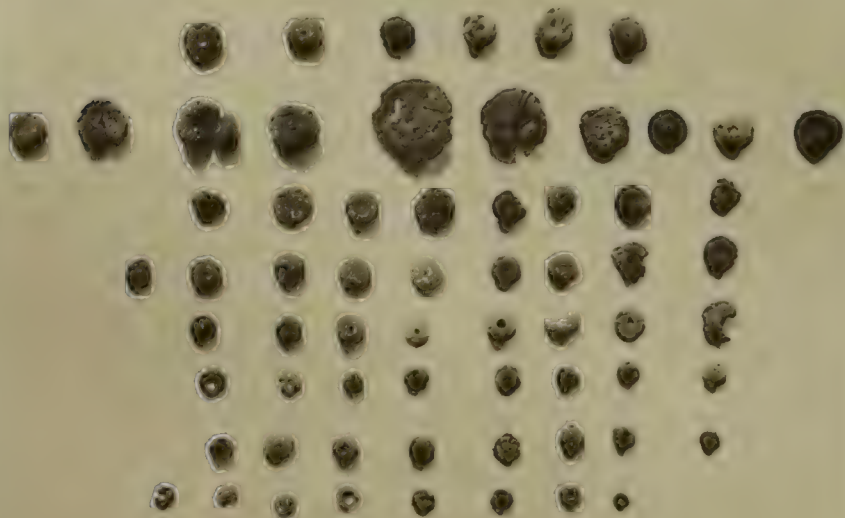


BIG GOLD ROSETTES (ACTUAL SIZE) WHICH PROBABLY DECORATED THE LEATHER BELT, COVERED WITH GOLD FOIL, OF A MYCENÆAN ROYAL PERSONAGE—POSSIBLY THE ROYAL CHAMBERLAIN IN THE PALACE AT MIDEA IN THE MYCENÆAN ARGOLID WHOSE "ABUNDANCE OF GOLD" WAS REFERRED TO BY HOMER.

The celebrated "King's" Cup, decorated with an octopus design, of which the newly-found gold cup illustrated above is a companion, was discovered in the Mycenaean "Beehive" Tomb at Dendra by the Swedish Crown Prince's expedition to Greece in 1926, and was reproduced in the front page of our issue of September 18

of that year. The new treasure of gold, silver, amber and ivory objects excavated by Professor Persson and illustrated in these pages have been dated by him at 1400 B.C., which implies that the Queen was buried about 200 years before the fall of Troy. (Photographs by Prof. Axel Persson.)

AMBER FROM THE FAR BALTIC: AN AMAZING FIND AT MYCENÆAN DENDRA.



AMBER FROM THE BALTIC COAST IN A PRE-HOMERIC MYCENÆAN GRAVE OF ABOUT 1400 B.C.: A DISCOVERY OF UNIQUE AND POSSIBLY REVOLUTIONARY ARCHÆOLOGICAL INTEREST—OF A SET OF BEADS, THEIR BALTIC ORIGIN BEING PROVED BY ANALYSIS.



BEARING ATTRACTIVE POTTERS' DESIGNS OF FISH-SCALES AND INDIGENOUS ARGIVE PLANTS: GRACEFUL VASES IN USE IN A MYCENÆAN PALACE HOUSEHOLD.



NECKLACES COMPOSED OF MORE THAN A THOUSAND ORNAMENTS OF GLASS PASTE WERE FOUND WITH THE GOLD, SILVER AND AMBER OBJECTS AMONG THE FUNERARY TREASURE OF THE EARLY MYCENÆAN RULERS OF THE SUB-KINGDOM OF MIDEA.



IDENTIFIED WITH THE MINOAN AND DERIVATIVE MYCENÆAN CIVILISATION: A BEAUTIFUL FUNERARY JAR, HEIGHT 31½ INCHES, OF THE SO-CALLED PALACE STYLE, NOW IN THE MUSEUM AT NAUPLIA.



FROM A PARTIALLY ROBBED TOMB WHERE BURIAL HAD TAKEN PLACE IN A WOODEN COFFIN (SEE PAGE 310), A HITHERTO UNKNOWN MODE OF MYCENÆAN INTERMENT: A BROKEN VASE, OF THE "PALACE STYLE."

The immensely important nature of the Swedish Archæological Expedition's latest discoveries at Dendra is emphasised by the hundred amber beads, forming part of the Queen's necklaces, which were found in the actual funerary chamber resting in earth containing a great deal of coal and ashes. They had evidently been

pushed down from a pyre on which the perishable things which accompanied the deceased were burnt. "These latter," writes the discoverer, "are of a particular interest, the analysis having proved that the amber is from the Baltic coast."—
Photographs by Professor Axel Persson of Uppsala.

The World of the Kinema.

TWO ASPECTS OF THE FOREIGN LEGION—"SHIPYARD SALLY."

IT is thirteen years since the first film version of "Beau Geste" put the French Foreign Legion on the kinematic map and, incidentally, gave the impetus to a spate of Legion literature—fiction and autobiography, partly real and partly imaginative—no less than to an increased enlistment of usually youthful adventurers from the English-speaking peoples. Major P. C. Wren's stories, already well known, achieved immense popularity by that successful adaptation. Thirteen years the wiser, a little disillusioned by the revelations of literary *ex-légionnaires*, we look back half-indulgently, half-shamefacedly, at the enthusiasm with which we were inspired by those laconic heroes, the three Geste brothers, by the eerie opening scene of Fort Zinderneuf, manned by corpses, by the desperate struggles with the Touaregs, by the Viking's funeral, first enacted by children in play, to be finally re-enacted as a terrific climax, with a holocaust of the fort itself and its dead defenders. The arresting introduction is unchanged—it could not be bettered in its complete capture of an audience—and the ensuing throw-back plunges one into the heart of the tale, with the children at play—boys so inevitably the fathers of the men they are to become. From then on the action moves fast up to the threatened mutiny at Fort Zinderneuf and the ensuing battle-scenes in the desert, which are given tremendous force. Here the advantages of sound are illustrated as nowhere else in the film, and the repeated attacks on the fort, repelled with huge loss of life, are accompanied by a most realistic tumult of shots and shouts. It is all so vivid and exciting that one forgets that music-hall jokes have held up to ridicule the Old School Tie attitude which here is exemplified in its highest form. One neglects to enquire too closely into the noble minds that sacrifice all for a woman's good name. With the coming of sound, the Gestes have become less tongue-tied but no more understandable. They are still seen only objectively and their motives, though superficially clear, would not bear close analysis—one has, for example, a sneaking suspicion that the opportunity of enlisting in the Legion was welcome enough to the adventurous trio. The players, headed by Mr. Gary Cooper in the title rôle, supported by Mr. Ray Milland and Mr. Robert Preston, merge into the picture rather than stand out

the grand manner, M. Christian Jacque, who directed this other film, has relied on quiet undertones and sympathetic delineation of character. With the official blessing of the French military authorities, and photographed in the authentic settings, we are assured that it is a faithful reproduction of life in the Foreign Legion. What is quite obvious is that great emphasis has been laid on its brighter side, to the exclusion of those sordid and exotic factors which make it exciting but which no doubt are felt to lower the prestige of a famous regiment. Opening in a strong comedy vein, the story is simple enough. M. and Mme. Espitalion arrive in Marseilles to claim a legacy. While his domineering wife interviews her lawyer, Fernand

After the environmental rigours and violence of "Beau Geste," this is insipid stuff: yet it is doubtless a truer picture. Truth is drabber than fiction, and I suppose we should be thankful that France's soldiers of the modern Legion enjoy healthy physical conditions in so fine a modern city as Sidi-Bel-Abbas. That "Un de la Légion" is not a dull film is due largely to the genius of M. Fernandel, who has somehow transformed what looks like a propaganda piece into a personal history of considerable charm. His completely persuasive performance makes much of humour, but does not shrink from pathos, and we have the impression of seeing a whole man, an experience always valuable, whatever the *milieu*. The henpecked husband is, in any language, a stock figure, but his development required the insight of the creator of "The Virtuous Isidore" and of the hairdresser of "Un Carnet de Bal," to raise it from the common rut.



GRACIE FIELDS POSING AS A "YOUNG-MAN-ABOUT-TOWN" IN HER NEW FILM, "SHIPYARD SALLY," WHICH BEGAN ITS RUN AT THE GAUMONT ON AUGUST 6: A SCENE IN THE EXCLUSIVE WEST-END CLUB GATE-CRASHED BY SALLY FITZGERALD (GRACIE FIELDS), AND (RIGHT) FORSYTH (OLIVER WAKEFIELD).

Shipyard Sally (Gracie Fields) and her reprobate father (Sydney Howard) have been chosen by the Clydeside workers to present a petition for help to Lord Randall (Morton Selten) in London. Every ruse is tried by Sally to gain an audience, including that seen above, when Sally, posing as a man-about-town, enters Lord Randall's exclusive club. Morton Selten died recently, on July 27, aged seventy-nine.

It is particularly pleasant, now that Miss Gracie Fields is almost restored to health, to welcome at the Gaumont Cinema, Haymarket, her latest film, "Shipyard Sally." This was completed shortly before the illness which showed how warm a place this grand player has in the hearts of the British people. It is still more a pleasure to describe it as her best film yet, both as a production in itself and as a personal triumph. It is inevitable that a personality such as "Our Gracie," with so individual a genius and a unique, popular glamour, must call for scenarios of the type known as "star vehicle," where a succession of scenes are built up or strung together with little thought of the dramatic whole, and still less of any other character, in order to give full scope to the particular capabilities of the star. The outstanding disadvantage of this method is that the mechanism of construction is apt to creak too loudly, especially during the star's occasional absence from the screen, that the supporting performers are too obviously subordinate, by design rather than by inclination, and that these weaknesses combine to throw a burden on the star which may be too great to carry through successfully. Miss Fields, in the past, has had, on occasion, to labour under these difficulties. In the present case, she is more happily served, though it has clearly been the object of the producer to have the best of both worlds. As "Shipyard Sally" she presents the claims of workless Clydeside before a Commission in



A HOLLYWOOD INTERPRETATION OF THE FOREIGN LEGION: A SCENE FROM "BEAU GESTE," WHICH OPENED AT THE PLAZA ON AUGUST 4, SHOWING GARY COOPER (RIGHT) AS "BEAU," AND RAY MILLAND AS HIS BROTHER JOHN.

"Beau Geste" and "Un de la Légion" offer interesting comparisons of French and American film interpretations of the famous Foreign Legion. "Beau Geste," of course, is a colourful melodrama: the French film, said to be absolutely correct in all its military details, is a comedy with the delicious Fernandel as the hero who is, "made a man" by the not disagreeable Legion discipline.

individually. Mr. Brian Donlevy as the bullying Sergeant Markoff (why was the name changed from Lejaune?) contrives, with the microphone's aid, a ferocity no less formidable than that of his silent predecessor and actually dominates the later scenes. Two technical items illustrate the thoroughness of the production: Lest accents should give offence, the children's voices in the Brandon Abbas episodes have been duplicated in American and English, and the desert of Arizona has provided a Saharan background as realistic as could be desired. Altogether, a more adult note is struck in this re-creation of an old favourite to suit the contemporary mood.

In "Un de la Légion," at the Curzon, is presented a very different aspect of the same background. While "Beau Geste" is alive with colour and violence, done in

is tempted into a neighbouring *bistro*, is robbed while drunk of his money and identity papers by a deserting *légionnaire*, and wakes up to find himself *en route* for Oran and the Legion. The life that he finds there, though hard, is not unpleasant, and from then on we learn how Army discipline makes a man of this *légionnaire malgré lui*. Amiable companionship, kindhearted officers, and a discreet *affaire* with a night-club girl depict a homely rather than heroic life overseas. Active service is limited to a minor engagement, and here the businesslike methods of the professional soldier do not encourage spectacular feats of daring. This affords, in fact, our only view of the desert proper, and it is disappointing to record that it resembles more a barren Highland landscape than the sun-scorched wastes which we have been led to expect.

London. Her adventures on this mission include the impersonation of an American crooner and a masquerade in male attire, situations patently inserted so as to give full scope to both her rich humour and vocal versatility, and also, possibly, to appeal to the metropolitan public on their own ground, just as the Scottish scenes will assure a wider provincial popularity. Yet the film is a comedy, and its underlying theme is not a comic subject. Though handled delicately and without direct reference, except at the beginning and at the end, unemployment runs as a dark thread throughout, and our sense of an error in taste is not quite obliterated even by the terrific climax, with Miss Fields singing "Land of Hope and Glory" through a rising crescendo of hammers as a new keel is laid and a new liner is born.

B. T.



A SCENE FROM THE FRENCH FILM OF LIFE IN THE FOREIGN LEGION, "UN DE LA LÉGION," WHICH OPENED AT THE CURZON ON JULY 27: THE STAR FERNANDEL, THE COMEDIAN OF "VIRTUOUS ISIDORE" FAME, BEING ON THE EXTREME RIGHT.

MAN'S RIVALS FOR THE LORDSHIP OF CREATION.

"THE INSECT LEGION": By MALCOLM BURR, D.Sc., F.R.Ent.S.*

An Appreciation by SIR JOHN SQUIRE.

ANYBODY who reads the preface to Dr. Malcolm Burr's new book will be assured at once that he is not "in for" a dry scientific treatise. "It was," he says, "in 1896 that I joined the Entomological Society of London, and the proud right to inscribe the magic letters F.E.S. after my name was a token of the finest investment I ever made, the very best annuity a man could buy. For my love of entomology has ever since been my recreation in prosperity, and my consolation in adversity." Entomology compelled him to learn foreign languages; encouraged him to travel; brought him hosts of friends; assured him a world-wide welcome; and brings, he maintains, "the elixir of longevity." "Not many years ago I was out for a walk in Bagley Wood with four old friends, of whom the two youngest were in their eightieth year. I said to one, 'Won't you let me carry some of those boxes for you?' 'No,' came the reply, with the enthusiasm of a schoolboy, 'I must be ready. We might get a snake any moment.' All Nature was his playground. Then to another, whose genial rotundity was rotunder than ever, I asked in gentle chaff: 'Can you still pick up a beetle?' 'Not like this,' he answered, stooping forward. 'But I still can like this,' he explained, as he squatted on the ground, holding his body vertical. I hope I may be able to do as well in thirty years."

Here are enthusiasm and the eye for the vivid illustration; and these qualities carry Dr. Burr through his book at a gallop.

He opens with some chapters on insects and their habits, which are various and odd. The name "insect" has a more restricted application to-day than it used to have. Spiders, scorpions, mites, centipedes and many other creatures have been excluded by a six-leg limit. But even to-day the varieties are numerous enough. "There are over 600,000 kinds of insects known to Science, and the total number in existence is probably not far short of a million . . . of animals other than insects there are known to Science something like 200,000 kinds. Insects far outnumber this. Of beetles alone there can be hardly less than 250,000 species in the census. In 1925 Innis estimated the number of known species of insects at approximately 450,000, but the half-million must have been passed a few years later. Ten years later, an American writer, Hegner, put the number at about 650,000. In Britain there are only 62 species of butterflies, yet in one square mile in the Amazon it is possible to catch many hundred. Even in our impoverished fauna we have something like 8000 species of Hymenoptera, so numerous are the parasitic kinds of these little Wasps. There is a family of flies called Empidae, of which about 300 kinds are known in Britain. When an expert collector, Dr. Edwards of the British Museum, went to investigate the flies of Patagonia and Southern Chile, he brought back from that remote land 247 species of Empids, of which 198 were new to Science. It is not surprising that such an authority upon the Diptera should think that although some 60,000 kinds have been described already, there must be at least 250,000 in existence. So the number of species of insects in existence is surely well over a million. It may be double. And each species is living its own distinctive type of life."

There are countless sidelights on these "types of life" here, as led by all sorts of creatures, from minute insects to butterflies with a foot-spread of lovely wing. There are records of insects using tiny pebbles as hammers, whilst some of their mates do not, which suggests learning by experience. There are stories, never stale, about ants who will ride their cows home. "The ant patiently overcomes all obstacles by the way and eventually brings its booty home in triumph. Its colleagues dash out to meet and congratulate the ant, who entertains its friends to a

drink from the honey-glands, but remains in personal possession, which seems surprising in a communist society." And there are extraordinary examples of hardihood. "Surely the most hard-bitten creature in existence must be the little beetle *Niptus hololeucus*, of which no less than one thousand five hundred and forty-seven specimens were taken out of a bottle of casein that had been stoppered for twelve years." They have been known to live in the corks of cyanide bottles, in cayenne pepper, and

The second part of Dr. Burr's book treats of insects in relationship to man. It has been calculated that a single female Hop Aphis, if allowed to multiply without check, would at the end of a year have descendants numbering—well, to save space, I will call it one and a hundred-and-eight noughts. It is just as well, the reader may murmur, that the Hop Aphis is *not* allowed to multiply without check. Insects, did they so desire—readers may remember Mr. Wells's "The Empire of the Ants"—could make human life impossible. They would have prevented our existence in any event, were it not for one limitation.

"Endowed with unbelievable vitality and powers of reproduction, they have never achieved the gift of size. For this saving mercy there is a definite physical reason—the limitations of their breathing apparatus. But for that, neither Man nor any vertebrate could possibly have survived." Even so, they are one of the major elements in our environment. Insects, and especially the mosquito, the louse, and various flies and bugs, have probably caused more human deaths than any other agency. Civilisations and cultures have been brought down by them, and they are held guilty of the greatest disaster of all. "Malaria was known to the Greek physician Hippocrates about the year 400 before Christ. Shortly after that period the effulgence of the arts, sciences and philosophy which followed the conquest of ancient Greece by the fair invaders from the north, reached its climax in the age of Pericles. Why then did it fade swiftly? The mosquito supplies the key. With every child infected, how can a population retain its vigour? Sapped and rotted by the insidious germ of malaria, the fair-haired race of northern origin succumbed, while the more immunised, darker, autochthonous tribes and the children of Asiatic and African captives withstood the infection better and survived, though the energies of the entire population were impaired."

Apart from insects which kill, there are those that tease, or even torture, some in a ghastly complicity with man. Ant and honey tortures are commonly known. Tortures by bug have prevailed. "The old emirs and khans of Central Asia used to keep them for the special purpose of torturing their prisoners. In 1842 the Emir of Bokhara thus tormented two British officers, Colonel Stoddart and Captain Conolly, who had been sent to him on a diplomatic mission. The Emir flung them into his bug-pit, where they were tormented for several months before he hauled them out and beheaded them in the

market-place. The dreadful story has been recorded in general literature, but the creatures have generally been called 'lice.' They were not lice, but a species of Assassin Bug."

On the economic front Man is also attacked by insects, notably the locusts. Even in Great Britain insects are reputed to take a toll of ten per cent. of all crops, virtually none being immune, and stored food is as vulnerable as "growing." Happily the insect world is not united. Modern scientists are using flies against beetles and moths, and here there is still scope for great advances. And it is as well to remember when we are thinking of insect plagues, not merely that many insects are beautiful and harmless, but that some are directly useful. Silk and honey, cochineal and shellac are commodities we owe to insects, and a caterpillar, imported as an ally, has been the salvation of Queensland from prickly pear. In medicine insects are of value, and in some parts of the world they are esteemed as food.

Dr. Burr's book may be recommended as a museum of interesting and entertaining facts, and as giving a sketch of the present position regarding man's relations with insects of the non-benevolent sort. The illustrations add greatly to its interest. In the one of "An Ophion laying its eggs in the larva of a Puss Moth," the larva (to use Barry Pain's phrase about the flock of sheep) is wearing "an expression of stupidity which is almost human."



"WEARING AN EXPRESSION OF STUPIDITY WHICH IS ALMOST HUMAN": A PUSS MOTH CATERPILLAR PASSIVELY SUBMITTING WHILE A FEMALE OPHION, ICHNEUMON WASP, LAYS HER EGGS IN ITS BODY.



PERHAPS THE MOST FORMIDABLE OF ALL INSECTS: THE SAGA, A HUGE CARNIVOROUS BUSH CRICKET OF THE LEVANT, WITH JAWS THAT COULD TAKE A SIZEABLE BITE OUT OF A MAN'S FINGER. (APPROXIMATELY LIFE-SIZE.)

The saga, here seen with its fore-leg raised in a kind of surrealist parody of a Fascist salute, belongs to the Tettigonidae. Sagas are not really massive, but have a wide expanse of spidery, heavily-armed, spiny limbs.—[Reproductions from "The Insect Legion"; by Courtesy of the Publishers, Messrs. James Nisbet and Co.]

salammoniac. But they are rivalled by a fly which can live and thrive in crude petroleum. However, I don't envy them. There are insects which do without a male sex, insects which lay a million eggs a year, and insects who cannot breed unless the male be torn in half by his mate while mating. "Go to the ant," may be excellent advice for the sluggard, but there are many habits of the insect world which are rather warnings than models.

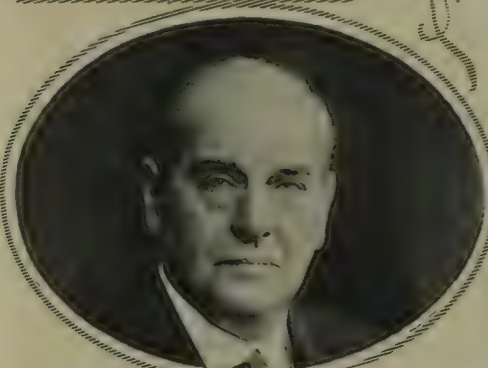
* "The Insect Legion." By Malcolm Burr, D.Sc., F.R.Ent.S. Illustrated. (Nisbet; 12s. 6d.)

PEOPLE IN THE NEWS
AT HOME AND ABROAD.

A PAGE OF PERSONALITIES
OF THE WEEK.



THE REV. C. M. CHAVASSE.
Recently nominated by the King for election by the Dean and Chapter of Rochester as Bishop of Rochester, in place of the Right Rev. M. L. Smith. Was Master of St. Peter's Hall, Oxford, and Rector of St. Peter-le-Bailey, Oxford.



MR. FRANK ROMER, M.R.C.S.E., L.R.C.P.
The well-known surgeon. Died on August 7; aged sixty-eight. Younger son of late Right Hon. Sir Robert Romer. At one time in charge of the Mechano-Therapeutic Departments at Croydon, Millbank, and Aldershot.



THE EARL OF ROSSLYN.
Died on August 10; aged seventy. Fifth Earl. Served with Thorneycroft's Horse at Relief of Ladysmith; war correspondent in South Africa, 1900. Later, Editor of "Scottish Life." Author of "Twice Captured" and "My Gamble With Life." Was for a time on the stage.



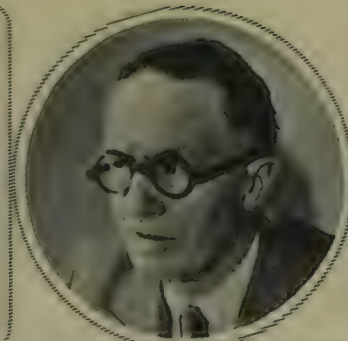
SIR STANLEY MACHIN.
Died on August 12; aged seventy-eight. President of the London Chamber of Commerce, 1920-22, and of the Association of British Chambers of Commerce, 1924-25. Chairman of organising committee of the Ninth Congress of Chambers of Commerce of the Empire, Toronto, 1920.



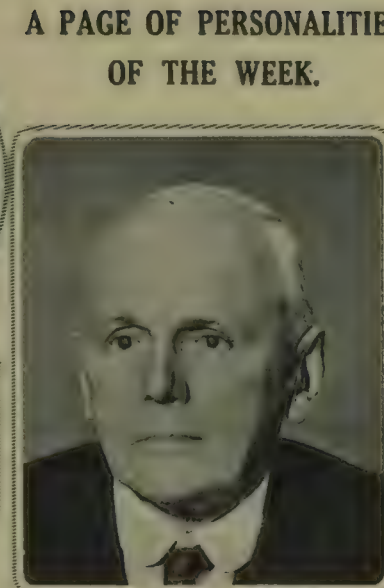
MR. A. C. CROSSLEY, M.P.
Perished on August 15 in a British Airways liner which crashed into the sea in flames off South Zealand, en route from Heston to Copenhagen; aged thirty-six. Only son of Sir Kenneth Crossley. Bt., Unionist M.P. for Oldham, 1931-35, and Stretford since 1935.



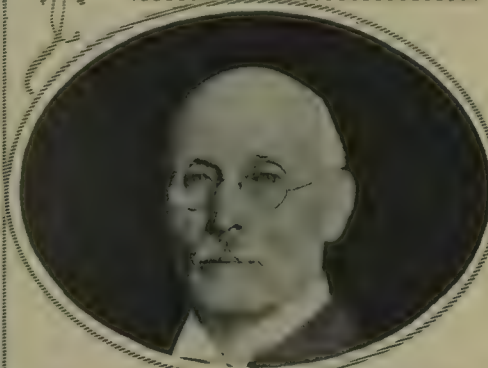
M. FRITZ MANNHEIMER.
Partner in the Dutch banking firm of Mendelssohn and Co., Amsterdam, which recently suspended payment. Died suddenly on August 9; aged forty-nine. Recently made a Grand Officer of the Legion of Honour for his contribution towards the restoration of French public finance.



M. JEAN GIRAUDOUX.
The well-known French author and dramatist. Appointed the first chief of the French propaganda department. M. Giraudoux came before the public eye in this country with his play "Amphytrion 38," which had a long and successful run.



SIR GEORGE GILLETT.
Died on August 10; aged sixty-nine. A former Commissioner for the Special Areas in England and Wales. Member of the Finsbury Borough Council, 1900-06, and of the L.C.C., 1910-22. M.P. (Lab.) for Finsbury, 1923-31; (Nat. Lab.), 1931-35.



MR. L. L. B. ATKINSON.
Died on August 9; aged seventy-five. A well-known figure in the electrical industry, particularly its cable-making branch. President of the Institution of Electrical Engineers, 1920. A Past Chairman of the Council of the Royal Society of Arts.



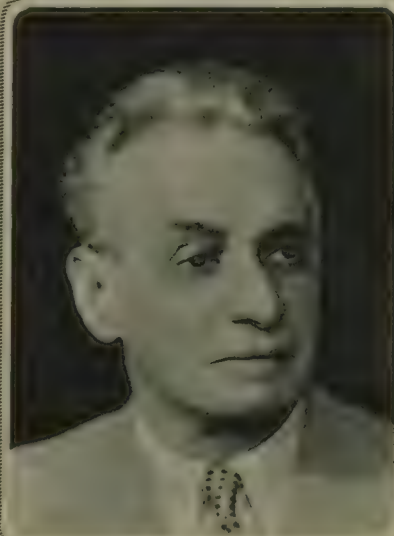
SIR ADAM NIMMO.
Prominent Scottish coal-owner. Died on August 10; aged seventy-two. Had been for many years the coal-owners' champion. He was uncompromisingly opposed to Nationalisation. Was assistant to the Coal Controller during the war. Was a prominent member of the Baptist Union.



A FOCUS OF THE ANXIOUS ATTENTION OF EUROPE: DR. BURCKHARDT, LEAGUE COMMISSIONER IN DANZIG, WHO RECENTLY VISITED HERR HITLER.
A new turn was given to the Danzig question by the visit of Dr. Burckhardt, the League of Nations High Commissioner, to Herr Hitler at Berchtesgaden on August 13. It was understood in Danzig that he had discussed purely local questions. As soon as he received Herr Hitler's invitation, Dr. Burckhardt passed word of it to the British Government, as *rapporteur* on the League Committee of Three for Danzig.



A SOVIET LEADER UPON WHOM THE CONCLUSION OF AN ANTI-AGGRESSION PACT LARGELY DEVOLVES: M. MOLOTOV OPENING AN AGRICULTURAL EXHIBITION.
The laborious and protracted negotiations for a defensive anti-aggression Pact between Britain, France and the U.S.S.R. have, since the sudden eclipse of M. Litvinoff, been carried on on the Soviet side by the new Commissar for Foreign Affairs, M. Molotov, who is also Chairman of the Council of People's Commissars of the U.S.S.R. In the above photograph he is seen cutting the ribbon at the entrance to the Main Pavilion of the All-Union Agricultural Exhibition recently opened in Moscow.



MR. OMAR RAMSDEN.
The celebrated English goldsmith. Died recently; aged sixty-five. The bowl he made in 1937 to mark the occasion when Britain had three kings in a twelvemonth was one of the world's outstanding works in gold. He worked for royalty, cathedrals, City companies and colleges.

SIGHTSEEING BY CANAL AND CABLE RAILWAY: THE ZÜRICH EXHIBITION.



THE REPRODUCTION OF A SWISS VILLAGE, COMPLETE WITH A POST-OFFICE, DENOTED BY THE SIGN OF THE POSTMAN'S HORN: A CORNER OF THE SWISS NATIONAL EXHIBITION AT ZÜRICH.



THE CEILING OF ONE OF THE BRIDGES WHICH CONNECT THE VARIOUS ELEVATED PAVILIONS IN THE "LAND AND PEOPLE" SECTION: THE FLAGS OF THE 3000 SWISS COMMUNITIES.



THE LINK BETWEEN THE PAVILIONS ON THE OPPOSITE BANKS OF THE LAKE OF ZÜRICH: THE VIEW FROM THE CABLE RAILWAY WHICH RUNS 210 FT. ABOVE WATER-LEVEL BETWEEN TWO METAL TOWERS 2700 FT. APART.



A COMFORTABLE MEANS OF VIEWING AN EXHIBITION: VISITORS GOING THROUGH AN ENGINEERING PAVILION, SEATED IN ONE OF THE BOATS BORNE ALONG BY THE SWIFTLY-FLOWING MINIATURE CANAL.



BOATS INSTEAD OF BUSES AND TAXIS: BESIDES GOING THROUGH THE PAVILIONS (AS IN THE LEFT-HAND PHOTOGRAPH), THE MINIATURE CANAL ALSO ENABLES VISITORS TO TOUR THE EXHIBITION GROUNDS.

The Swiss National Exhibition, at Zürich, opened on May 6 and is to continue until the end of October. The Exhibition, which records the progress realised over a quarter of a century in industries, arts and sciences, is the first of its kind to be held since before the Great War. The buildings are scattered over two large parks on opposite sides of the Lake of Zürich. The cable railway illustrated above, which runs at a height of 210 ft. above water-level, between two metal

towers, 2700 ft. apart, provides a link between the two parts, and fine views of the city and Exhibition. There is also a service of motor-boats. Visitors can see a large part of the Exhibition, and even go through pavilions, by means of the small boats on the swiftly-flowing miniature canals. Exhibits are grouped by classes—such as husbandry, watchmaking, forestry—and nearly every group includes workshops and models in operation.

FOUNDING A "TOWER OF SILENCE": A RITE WITH NAILS AND THREAD.



PART OF THE FOUNDATION CEREMONY OF LAYING A PARSI "DOKHMA," OR TOWER OF SILENCE, ON TOP OF WHICH THE DEAD ARE LEFT TO BE EATEN BY VULTURES—THE PRIESTS WINDING THE SACRED THREAD ROUND THE 301 NAILS MARKING A GEOMETRIC DESIGN, AND CHANTING PRAYERS.

THE earth, according to the Parsis, is sacred, being the mother of life: she must not, therefore, be polluted by anything dead and decaying. Hence the Parsi method of disposing of the dead, the corpse being placed on a grating on top of the "Dokhma," or Tower of Silence. The flesh of the body is eaten by vultures; the bones fall through the grating. The initiatory ceremony ("Tana") of a Tower of Silence, seen here, was recently performed at Bangalore (South India) in the presence of a large gathering of devout Parsi Zoroastrians, some of whom had gone there from almost all parts of India. Nailing is the fundamental process of the ceremony. The central nail weighs about a maund (28 lb.), the total number of nails being 301. These are all hammered into the ground in the geometrical design shown in the photograph. The four nails nearest the central one each weighs a quarter-maund (7 lb.). Around these the priests wind the sacred thread, whilst chanting special prayers. The thread or yarn is taken from 101 yarns of double thread wrapped round on nails, the length being about 1800 ft. The end is finally wrapped round and round the big central nail. The central circle represents the main gutter which receives the bones after the flesh of the body has been eaten away by the vultures. The four side gutters meet the main central one, which has connections to the outside gutters going deep down into the earth. The two outer circles represent the "Pavis," or the varied sizes of blocks for placing the bodies according to size, age and sex, and these "Pavis" are directly connected to the side gutters by means of narrow channels connecting these blocks. The "Tana" is one of the most sacred ceremonies of the Zoroastrians. God—in the Parsi holy book, "Avesta"—blesses "those who witness and help the building of the 'Dokhma,' wishing them happiness in both this and the spiritual world."



THE DESIGN COMPLETED, THE REMAINS OF THE SACRED THREAD ARE WOUND AROUND THE CENTRAL NAIL, THIS BEING THE LARGEST AND HEAVIEST, WEIGHING 28 LB., OR ONE MAUND.

THE CHRONICLE OF THE CAR.

By H. THORNTON RUTTER.

THE case for more and better roads has never been expressed more convincingly than it is in the new booklet issued by the British Road Federation called "From Here to There." It starts off by effectively disposing of the usual arguments against road improvement schemes—"They want to spoil the country with miles of ugly new roads," "20 m.p.h. is fast enough for anybody," "What about the Pedestrian?" and similar reactionary objections—and in doing so reminds us that in 20 years over 100,000 people have been killed in road accidents, and that these same inadequate roads may have to carry twice the present amount of traffic in fifteen years' time.

Then, in short, telling sentences, enlivened by extremely clever illustrations, the booklet shows how our existing roads have been developed from the original pack-horse routes, and how this development has been hindered and rendered unnecessarily haphazard because the responsibility for it is shared by 1550 local authorities.

What is the remedy? It is all very well to criticise, you may say, but it is another thing to suggest feasible plans for curing the trouble. "From Here to There" shows us that there are no less than three detailed plans, all ready to be proceeded with, and covering every section of the problem. These three plans are County Surveyors' Society report, the

Eventually matters came to such a pass that the Ministry of Transport told the County Council that the "Halt" signs must only be regarded as a temporary measure, pending the construction of a round-about. Nothing has been done about it, and the police continue to reap a rich harvest from passing motorists—fines totalling over £200 were imposed at the Somerton Sessions on April 24 alone. So the R.A.C. have quite rightly reopened the whole matter in a long letter to the County Council, a copy of which has been sent to the Ministry of Transport. This time it is to be hoped that a time limit will be set by the Ministry in which to carry out a "major improvement."

that desired effect it must be faithfully observed by every road user. I notice with the utmost satisfaction that 45 cyclists were fined at Cambridge recently for swooping into the main road and ignoring the signs.

The trouble is that it might be used by the Ministry of Transport as an *alternative* to modifying side-turnings so that traffic cannot swing straight into a main road.



A 4½-LITRE BENTLEY OVERDRIVE WITH DROP-HEAD COACHWORK BY JACK BARCLAY.

report of the Select Committee of the House of Lords on the Prevention of Road Accidents, and Sir Charles Bressey's Highway Development Plan for Greater London.

You will notice that I used the word "feasible." I did so advisedly, because the final devastating fact remains that motor transport pays approximately £88,000,000 annually in special taxation, which is nearly £25,000,000 more than the sum actually spent on the roads. When the horse-power tax goes up to 25s., it would seem that there will be even more money available, and the British Road Federation point out that the increase from motor taxation alone would cover the interest and repayment of a big national Road Loan over a period of thirty years. The increase in taxation is admittedly intended for defence, but no one will deny that a proper road system is an essential part of the nation's defence.

The case, then, appears to be unanswerable: the money can be found, and the Ministry of Transport already has full legal powers to buy land for the building of trunk roads wherever it thinks fit. What is wanted is a national plan and a time schedule for carrying out the recommendations of the three reports—the County Surveyors, the Alness, and the Bressey. Copies of the booklet can be obtained free from the Federation at 120, Pall Mall, London, S.W.1, and it is to be hoped that it will be read by as many motorists as possible. No one can fail to be impressed by its logic.

Meanwhile I notice that the R.A.C. have also been active lately, but over a road problem of a purely local character, to wit, the notorious Podimore cross-roads. Last summer the Somersetshire County Council put up "Halt" signs at the crossing on an "A" class road, with the result that hundreds of motorists, thinking that as they were on the main road they could not really be intended to stop, overlooked them and were promptly caught by the police.

to main roads, the "Halt" sign will continue to be a valuable method of reducing accidents; but to have



THE STANDARD "TEN" SALOON AGAINST THE MEDIEVAL BACKGROUND OF CAREW CASTLE, WHERE THE FIRST TOURNAMENTS ARE SAID TO HAVE BEEN HELD.

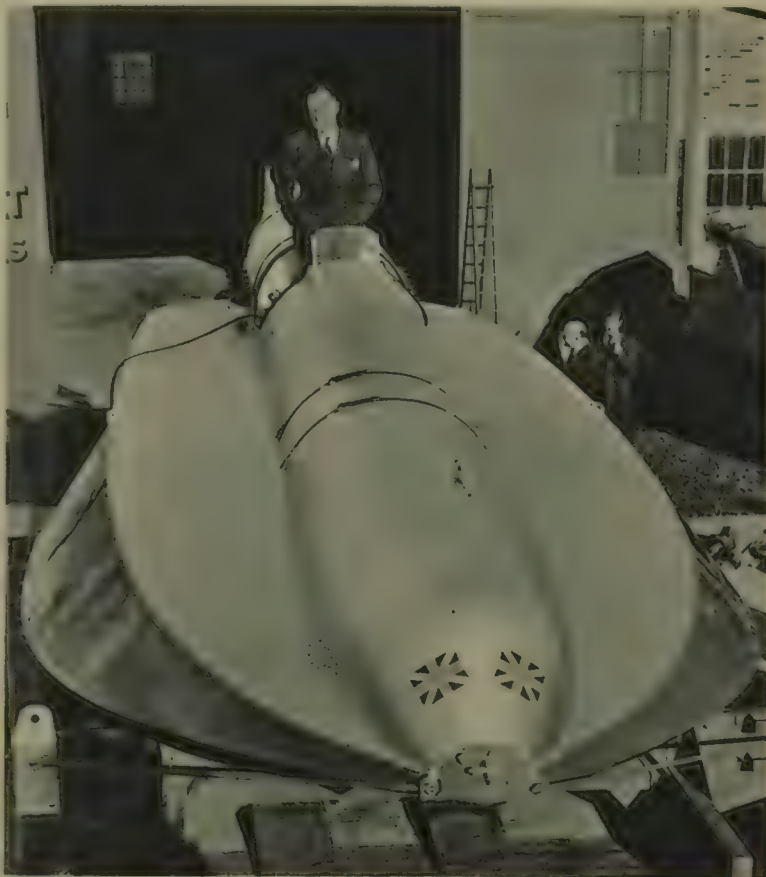
In the ordinary course of events I have little sympathy for motorists who get caught by a "Halt" sign, especially when they admit that they saw the sign and thought that slowing down was sufficient. But the Podimore crossing is different, because it is erected on an "A" road, which is inexcusable. So long as secondary roads and lanes are allowed to debouch directly on

I do not know who is responsible for the styling—to use an Americanism—of the Sunbeam-Talbot coachwork, but whoever it is deserves full marks. The range of 10-h.p. models has now been announced for 1940, and extremely attractive machines they are. There is a newcomer in an open two-seater sports model which I am sure is going to be very popular. Behind the front seats is an enormous space for luggage extending right into the tail, so that the car would be really ideal for a long tour. In the tail there is a shelf on which the side-screens are stowed in an envelope, so as to keep them from being scratched. The hood drops into the luggage well, out of sight when not in use, and the whole of the rear part of the car is enclosed by a neat tonneau-cover. The price of this new model is £248, the same as the sports tourer. The two other cars in the range are a sports saloon, selling at £265, and a drop-head coupé, which is listed at £285.

With many people giving up their expensive, high-powered cars at the end of the year, when the increased horse-power tax comes into operation, I can foresee a fine future for such a high-class, well-finished light car as the Sunbeam-Talbot "Ten."

The "Motor Trade's Own," as the new technical units of the Royal Army Ordnance Corps, Territorial Army, are known, is rapidly taking shape. Five well-known members of the motor trade have now been selected by the National Service Committee of the Retail Motor Industry to command the units now being raised in various parts of the country. Lieut.-Col. K. C. Johnson-Davies is to command the 5th Ordnance Field Park at Birmingham; Major Walter Prestage will be in charge of the 14th Army Field Workshop at Birmingham; Major Arthur Guy is to command the 4th Anti-Aircraft Brigade Workshop at Gloucester and Cheltenham; Major E. R. Caffyn will be the head of the 10th Army Field Workshop at Brighton, with sections in Worthing, Eastbourne and Haywards Heath; and Major L. M. St. G. Carey is to command the 6th Army Field Workshop at Southampton, with sections in Bournemouth, Southsea, and the Isle of Wight. Further units are being formed in the County of London, Essex, Lancashire, Worcestershire, Angus and Lanarkshire, with headquarters in London, Dagenham, Manchester, Kidderminster, Dundee and Glasgow.

The maintenance and servicing of the mechanised vehicles of the Territorial Army Field Force, whose establishments have recently been doubled, is now a formidable problem, and is the reason why these new technical units have been formed. The personnel is being recruited largely from the motor and garage trades, and although it is not long since the formation of the units was first announced, I understand that the position in regard to recruiting is highly satisfactory.



SIR MALCOLM CAMPBELL IN HIS NEW "BLUE BIRD"—WHICH WAS LAUNCHED ON CONISTON LAKE ON AUGUST 15, FOR HIS ATTEMPT TO SET UP A WATER SPEED RECORD OF MORE THAN 150 M.P.H.

"Blue Bird II." is 28 ft. long with beam 10 ft. 10 in. New in design, she is to skim over the water on three steps "like a three-legged stool, to give her balance," in Sir Malcolm's words. The attempt gave rise to considerable discussion, as to the suitability of speed trials on Coniston Lake. (Topical Press.)

RECORD WEIGHT PUTT. 57 feet 1 inch.

Held by U.S.A. Established 1934.



Think how simple life was in the golden morning of the world—then consider how nerve-wracking existence has become. No wonder that our natural reserves of energy become exhausted and need renewing. The article below explains how an 8 weeks' course of 'Sanatogen' would revitalize you.

When a doctor frankly admits...

NUMBER TWO OF A NEW SERIES

"This is a great time for medical science" says the doctor of to-day. "Take infantile paralysis: the iron lung, thanks to Lord Nuffield, is generally available now and will save innumerable lives. Or take pneumonia. Even the fatal type 'B' has become less dangerous, thanks to the new sulphanilamide treatment. Or think of the nervous exhaustion which is almost the characteristic disease of our age. We understand that as we never did before; and we know *why* 'Sanatogen' Nerve-Tonic Food has just those qualities necessary to bring back our nervous forces and restore us to vigorous, exuberant health."

Two elements are vitally necessary for the maintenance of your nerves and blood in a healthy, robust condition—organic phosphorus and protein. And 'Sanatogen' Nerve-Tonic Food supplies these essential elements in a form which *everyone*, young and old, can assimilate easily. To the average man and woman 'Sanatogen' Nerve-Tonic Food is as essential as sunshine. You can live without it, but you cannot get the best out of life. Without it nerves wilt and wither under the strain and worry inseparable from modern life. Your blood becomes thin and vitiated—robbed of the vigorous red blood corpuscles that are the source of all your energy. 'Sanatogen' Nerve-Tonic Food will strengthen these strained nerves: nourish and repair them. It will help to build new, vigorous red blood corpuscles to give you new energy, new vitality, new resistance to illness. Even 'Sanatogen'

will not do this overnight. When the body has been starved for years of the vital food it needs it may take several weeks to restore it to full-blooded health and strength. But 'Sanatogen' will do this. And because it is a Nerve-Tonic and a Food, not a mere stimulant, the good it does is positive and lasting.

'Sanatogen' Nerve-Tonic Food won't work miracles—but it *will* work wonders.

'Sanatogen' Nerve-Tonic Food increases the nourishment you absorb from your normal diet by 23.5%. Tests reported in the "Medical Magazine", Vol. xv, show that when patients were given 'Sanatogen' Nerve-Tonic Food 86% of the total phosphorus of the diet was absorbed, while only 62.5% had been absorbed before 'Sanatogen' was given. All the phosphorus in the 'Sanatogen' Nerve-Tonic Food was assimilated and a better absorption of the phosphorus from the other food followed! This proves that 'Sanatogen' Nerve-Tonic Food not only gives you new strength and energy but helps you to absorb more nerve-nourishment from ordinary food as well.

NERVE-NOURISHMENT FROM ORDINARY FOOD

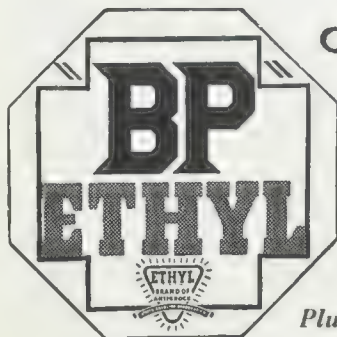
WITHOUT 'SANATOGEN'	WITH 'SANATOGEN'

'SANATOGEN'

NERVE-TONIC FOOD

Brand of Casein and Sodium-Glycerophosphate

Obtainable at all chemists
in 19/9 jars (8 weeks' course) and 2/3, 3/3,
5/9 and 10/9 tins.



Plus a little something



WHEN one has said all that has to be said about the various styles of old furniture, and the woods in favour of different generations, and has printed good photographs of all sorts of pieces, there still remains an essential quality which cannot be described satisfactorily in words, and is not easily translated into photographic terms. This is the aspect of the wood itself. Put it this way: if there existed an exact copy of one of the bureaux illustrated on this page, a photograph would almost inevitably make it appear an identical piece—and so it would be, as far as form and structure and material were concerned. What it would not, and could not, possess would be the polish of more than a century of devoted rubbing. Some people call this peculiar polish *patina*—which seems to me a very high-falutin' term to use, suitable to the surface quality of a Renaissance bronze, but a trifle pretentious if applied to furniture. Whatever one calls it, there is no quick substitute for this mellow, cared-for appearance, and there is no way of recognising it except by going about with one's eyes wide open, comparing first-class reproductions with first-class originals, and becoming sensitive to the very subtle tones which old wood acquires in course of time if it is treated with respect—that is, with a pure wax polish, and not by a good, hearty french polisher. The latter gentleman produces a brilliant mirror-like surface, but completely destroys the virtue of the wood, and if by some oversight he has been allowed to

A PAGE FOR COLLECTORS. ENGLISH WRITING-TABLES.

By FRANK DAVIS.

old yet healthy wood and well repays the attention given to it. Wood, like the coat of a horse or the human skin, needs proper grooming if it is to look its best. Moreover, the more delicate pieces, like the more delicate human beings, are sensitive to extremes of heat and cold, especially to the former, which is why some very extraordinary and rare French and English furniture has warped when kept for a year or two in super-heated rooms in the United States—

There are innumerable ways of solving this apparently simple problem, the simplest being a table with drawers instead of legs—the ordinary knee-hole library desk—the earliest of which in existence seems to be that made for Samuel Pepys, and which has remained in fashion ever since, with or without embellishments in the way of carving and a roll-top. The latter idea seems to have come over from France in the eighteenth century. The bureau-bookcase type, with a fall front—as popular as ever to-day without the bookcase—is seen in a very distinguished form in Figs. 1 and 2. The former is the more unusual: shaped glass doors, turned legs with ball feet and shaped stretcher with small turned finial—characteristics which date this piece to 1700 or thereabouts. Fig. 2 the markings of the walnut veneers come out clearly in the photograph—is perhaps twenty years later. Variety is neatly introduced by a broken top. This type, with or without a mirror, can be said to be the standard for its period; and no one before or since has devised a piece which is at once more comely and so severely practical; every inch of space from top to bottom can be utilised for papers and books; at the same time, there is ample room for writing. Sixty years later one still finds monumental desks for libraries, but the tall bureau bookcase is out of favour; the whole tendency of cabinet-making is towards something more obviously elegant, owing a good deal to certain exquisite little French Louis XVI. pieces so charming that it would be almost a crime to write anything upon them but a love-letter, and a short one at that. (There are such things as *soufflés* in the furniture world as well as in cookery books.)

An English translation of this French fashion is the sober little bureau of hawthorn (Fig. 3), with its Greek vase inlay, which appeared at Sotheby's about a year ago. Rather a good example of late eighteenth-century work to place before a designer of 1939 who may imagine that a combination of right-angles is a device invented by himself. Note the refinement of the

slender, tapering legs, which add lightness and grace to a wonderfully well-balanced piece. Fig. 4 is just a table plus drawers, and one of the best things ever



1. THE WRITING-TABLE, C. 1700: A SMALL WALNUT BUREAU WITH SHAPED GLASS DOORS, TURNED LEGS WITH BALL FEET, AND SHAPED STRETCHER WITH TURNED FINIAL.

The pieces appearing on this page have been chosen partly in an attempt to give by means of a photograph something of the quality of old wood which has been well-kept; and partly as variations on a theme—the theme being the writing-table.

(Courtesy of Mallett and Son.)

the strain. It is only fair to add that this rather obvious warning is not so necessary now as it was even twenty years ago—for more people appreciate the beauty of first-class furniture to-day and understand its intrinsic value.

In spite of what I have said above, it is possible that something of the lovely mellow tones of the pieces illustrated here will come out in the reproduction. They have been chosen partly for this,

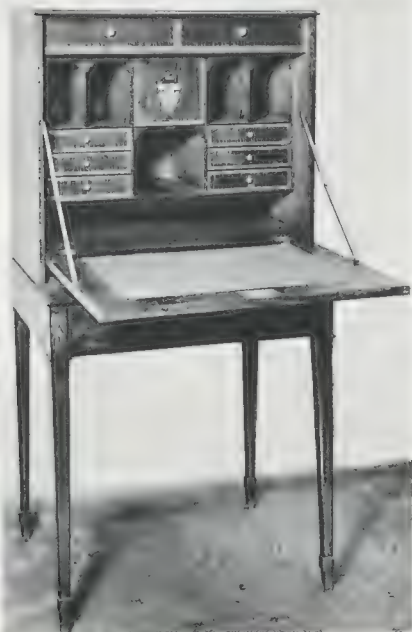
and partly because they represent variations upon a single theme, rather like the variations of a musical composition. The types are familiar enough, yet once upon a time they were original. One gets used to a certain design, and easily forgets that some obscure individual invented it and must have put it upon the market as a tentative experiment. Wanted: a table at which to write, plus drawers and shelves.



2. THE WRITING-TABLE, SOME TWENTY YEARS LATER: A MOST SERVICEABLE WALNUT CABINET, AND ONE WHICH CAN BE SAID TO BE THE STANDARD FOR ITS PERIOD.

(Courtesy of H. Blairman and Sons.)

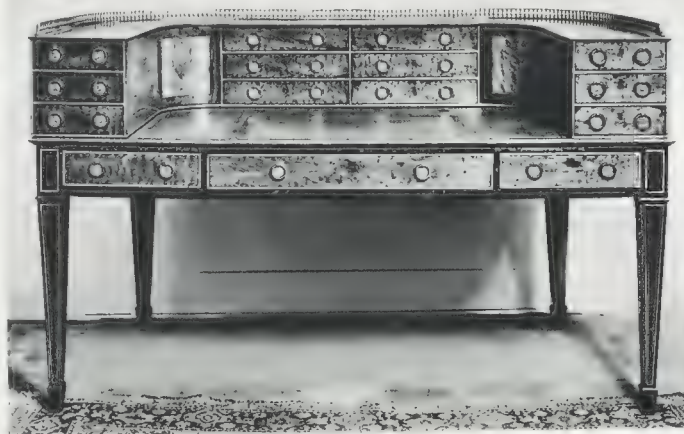
the thin veneers of walnut, satinwood, tulip-wood and rosewood could not stand



3. THE WRITING-TABLE IN THE LATE EIGHTEENTH CENTURY: A MOST ELEGANT PIECE, WHOSE COMBINATION OF RIGHT-ANGLES FORESHADOWS TWENTIETH-CENTURY TASTE.

(Courtesy of Sotheby.)

exercise his profession upon a fine old piece, it will be another hundred years before his vandal work can be forgotten—he can be as dangerous to good furniture as a slap-dash restorer and cleaner to a good painting. Time, and a pure wax polish, is all that is necessary, plus a reasonable amount of pernickety house-pride; given that, even a starved, ill-fed bit of cabinet-work soon acquires the mellow richness of



4. A "CARLTON HOUSE" WRITING-TABLE: ONE OF THE BEST DESIGNS EVER INVENTED BY ENGLISH CABINET-MAKERS—SO-CALLED BECAUSE THERE WERE SEVERAL IN OLD CARLTON HOUSE, THE HOME OF THE PRINCE REGENT.

(Courtesy of Frank Partridge and Sons.)

invented by English cabinet-makers—the "Carlton House" writing-table; so-called because there were several in old Carlton House. Not easy to find, they conform to type with minor variations: sometimes they have turned legs, sometimes the side drawers are stepped back. Few men wrote less than the Prince Regent; nevertheless, his memory will always remain attached to this very distinguished type of writing-table.



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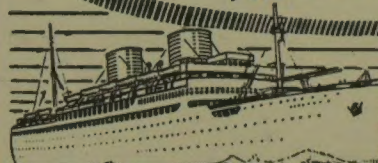
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Of Interest to Women



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The story of furs begins with fox and ends with ermine, including on its way lovely wraps of Persian lamb, mink and kolinski, in alliances that are as artistic as they are unusual. That all monotony is banished may be seen by the pictures on this page, the originals of which have gone into residence at Jays (International Fur Store), Regent Street. At the top of the page, on the left, is a white Russian ermine coat for fifty-nine guineas. Note the becoming sleeves and neat turn-over collar. In the centre is a silver fox cape for forty-two guineas. An important characteristic is the arrangement of the most beautiful part of the fur close to the face. The shoulders are square, while below the arms the fur falls with the figure in a much-to-be-desired manner. The heads are flat.

Persian Lamb and Dyed Canadian Ermine.

Such a pretty wraplet is the one of white dyed blue fox at the top of the page on the right. It is primarily destined for a débutante, both as regards design and price; the latter is seventeen-and-a-half guineas. The shade is exceptionally flattering both to the blonde and to the brunette. Jays are to be warmly congratulated on the building of the Persian lamb coat on the left. Seldom is a model of this fur endowed with a youthful atmosphere. No doubt it will create a vogue for this fur for the younger woman. The coat costs ninety-five guineas; the arrangement of the neckline is particularly good—neither must it be overlooked that this pelt wears remarkably well. The coat on the right of the group is of Canadian dyed ermine. The working of the skins is artistic as well as becoming and attractive, although the price is only ninety-eight guineas.

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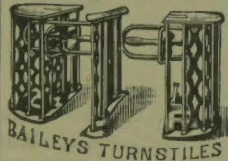
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